BUS& 14 NOVEMBER 1997 ISSUE 435



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EvoBus (UK) Limited, Sadler Road, Doddington Road Industrial Estate, Lincoln, LN6 3RS. Telefax: 01522 500118

Stort Valley acquire Travellers Bus Industry Awards results



BUS & COACH



88 SCANIA K112 CRB **JONCKHEERE P599**

ZF gearbox, 51R+C, retarder, video/monitor, radio/PA/cassette, drivers bunk, drinks machine, refrigerator, continental door and centre sunken toilet



92 VOLVO B10M PLAXTON EXCALIBUR

ZF gearbox, 51R+C, retarder, video/monitor, radio/PA/cassette, rear toilet & continental door



91 DAF MB230 **CAETANO ALGARVE**

ZF 6 speed gearbox, 49/53R+C radio/PA/cassette, drinks machine, refrigerator, centre sunken toilet & continental door



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85 DAF BOVA INTEGRAL

ZF 6 speed gearbox, 49R+C, video/monitor, radio/PA/cassette. drivers bunk, drinks machine. refrigerator, centre sunken toilet



88 SCANIA K112CRB **VANHOOL ALIZEE DH**

GS772 gearbox, 50R+C, retarder, rear saloon toilet, drinks machine & continental door. Repainted into stock white



84 SCANIA K112CRB JONCKHEERE P50

GS772 gearbox, 51R+C, video/monitor, radio/PA/cassette, drivers bunk, drinks machine, continental door, full seatbelts. refrigerator & centre sunken toilet



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Bob Vale Coach Sales

End Road, Great Kingshill, High Wycombe, Bucks **HP15 6PE** Tel: 01494 716996 Fax: 01494 716331

Kingshill House, Spurlands

VOLVOS

1992 VOLVO B10M BERKHOF EXCELLENCE HL 2000, 50 recliners,

1991 H VOLVO B10M PLAXTON PARAMOUNT 3200 310 BHP INTER-COOLER, 53/57 reclining seats, ZF fully auto transmission, Pannier lockers, double glazed, blinds, POD, radio/pa, belts£62,500

1989 F VOLVO B10M PLAXTON PARAMOUNT 3500, 49 reclining seats, courier seat, centre demountable toilet/continental door, aircraft lockers Webasto, radio/PA, white£59,750

1988 PP VOLVO B9M PLAXTON PARAMOUNT 3200, 41 reclining seats, radio/PA, absolutely mint condition....£57,500

1988 F VOLVO B9M PLAXTON PARAMOUNT 3200, 35/39 reclining seats, 2 tables, Pannier lockers, radio/pa, retrimmed + repainted white, choice

1988 VOLVO B10M PLAXTON PARAMOUNT 3500, 49/53 reclining seats, courier seat, centre demountable toilet/continental door, radio/pa...£57,500 1988 E VOLVO B10M PLAXTON PARAMOUNT 3200, 53 rec. seats,

Telma, D/Glazing, Radio, P.A. new test.....£54,000 1987 PP VOLVO B9M PLAXTON BUSTLER BUS, express doors, 33

moquette bus seats, large luggage rack, rear locker, alloys.£22,500 1986 C VOLVO B10M CAETANO ALGARVE, 53 reclining seats, courier, continental door, radio/PA, new test£32,500

1985 C VOLVO B9M PLAXTON PARAMOUNT 3200, 43 retrimmed seats, repanelled and painted white, new test, choice.....£42,500

1984 PP VOLVO B10M JONCKHEERE 599, 49 retrimmed reclining seats, courier seat, rear sunken toilet/continental door, Telma, radio/pa....£37,500

1983 PP VOLVO B10M VAN HOOL ALIZEE, 49 new retrimmed reclining seats, courier seat, centre sunken toilet/continental door, radio/pa £32,500

1991 H MAN 10-180 CAETANO ALGARVE, 32 reclining seats, courier seat, rear continental door, rear toilet, curtains, fridge, boiler, radio/PA £57.500

1989 F MERCEDES 609, Reeve Burgess, 19 seat, deep boot, seatbelts£12,500 seats, courier seat, rack lighting, forced air, curtains, radio/PA, power door

£42.500

LEYLAND TIGER 245 PLAXTON PARAMOUNT retrimmed reclining seats, courier seat, rear sunken toilet/continental door, Telma, double glazing, air conditioning, radio/PA, recent reconditioned

engine/gearbox £27,500 1983 LEYLAND TIGER 245 PLAXTON PARAMOUNT 3200 EXPRE

1983 LEYLAND TIGER 245 PLANTON FARMING 1981 1982 BEDFORD PJK 330 DUPLE DOMINANT, 29 retrimmed seats, POD, £4,000

DUE IN

1990 P.P VOLVO B10M VANHOOL ALIZEE, 49 recliners, courier, centre toilet, continental door, d/glazed, Telma, bunk, fridge, boiler, blinds, TV and P.P SETRA 215 HD, 49 recliners, courier, centre sunken toilet, nental door, Webasto, fridge, boiler, latest type mouldings£35,000

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Telephone: (01775) 711777. Fax: (01775) 711737 All correspondence to the above address. Editorial director: Sharef Jones; publishing director: Steve Cole; sales director. Sy Johns Johns

Front Cover: Alf Moseley Continental has supplied Pentre Motors with the first 57 seater Marcopolo Explorer II Dennis Javelin.

News

Stort Valley acquire Travellers

Stort Valley Coaches of Bishop Stortford has acquired the assets of Travellers Coach Company following Travellers' entry into administrative receivership on 10 November. Stort Valley is now in negotiations with the finance companies over the retention of the 52 vehicle

Simon Underwood, joint managing director of Stort Valley, claimed all staff at

Travellers, around 70 in total, were being retained and the current operations team would continue to run the business from its premises in Hounslow. All outstanding contracts and bookings are to be honoured. Simon admitted managing the Travellers operation would be quite a step up from the 16 vehicles in Stort Valley's fleet but regards the acquisition as a fantastic opportunity.

LT marketing gains awards

London Transport's recent fares evasion campaign along with its new bus information system have both won awards for design and effectiveness. The bus information system was designed for LT by Fitch, a specialist design consultangained and the DBA/Marketing Week Design Effectiveness award. It encompasses a total redesign of everything from bus stops to bus stations, including maps, timetables and posters - each having a common visual identity - for which Fitch won the Information Design category. LT claims the new designs are working well and more people are travelling by

bus as a result.

For its fares evasion campaign, LT centred on the slo-'London relies on the system that relies on your fare.' Created by advertising agency BST.BDDP, posters use poignant photographs depicting people from all walks of life and show how they rely on the transport system in London. LT's 'Midwife' poster took silver in the Campaign Poster Awards, the Design and Art Directors Award was presented to LT for the Best Photography for the campaign, and Creative Circle presented a bronze for Best Poster Campaign.

Bus Industry Awards

FirstBus claimed the major award and three other prizes in the 1997 Bus Industry Awards which were held on 11 November at London's Dorchester Hotel. The group's **Grampian Transport operation** took the Belmont International Bus Operator of the Year title and its PMT operation from Stoke on Trent claimed the runner up spot. The awards were presented by Transport Minister Glenda Jackson.

Winners in the other cateincluded: gories Cowie Leaside in the bus operator's Marketing Initiative Award, Eastern Omnibus Company of Norwich as runner up; the joint operator/local authority Marketing Initiative Award was presented to West Sussex County Council and Stagecoach Coastline - runner up was South Yorkshire PTE. Centro & partners took the Infrastructure Award with Blackpool Transport Services as runner up and County Northamptonshire Council & partners won the Innovation Award with Translink of Belfast as runner

Bus usage decline continues to slow

Figures released by the DETR, in 'Bus & Coach Statistics Great Britain 1996/97', show that the number of people using local buses fell by less than one percent, well below the annual average for the past decade. The decline is similar to the figure for 1995/96 although the 1994/95 percentage was higher.

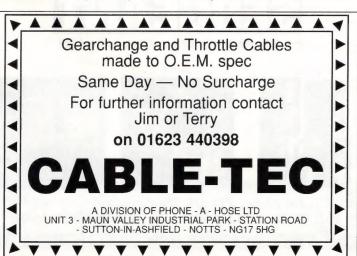
Within the aggregate figure, passenger journeys in London rose by three percent

and in Wales by two percent. Scotland recorded a drop of six percent and metropolitan areas of England fell by four percent. The remaining English areas remained steady.

Local bus mileage for 1996/97 rose by three percent and is in line with the average trend. Provisional estimates of public transport support for local bus services outside London show an increase of one percent in real terms and

a fall of more than half in real terms since 1986/87. Of the local mileage outside London 84% was commercially run.

Other findings show: just over 4.3 billion passenger journeys were made; the provision of local bus services, measured by kilometres run, increased marginally to just under 2.7 billion; outside London, real operating costs per bus kilometre fell by five percent and real operating costs per passenger fell by two percent; excluding the depreciation of vehicles over the last decade, real costs per bus kilometre reduced by 40% where real costs per passenger journey only reduced by four percent; owing to the downward trend in passenger journeys outside London, average fares were three percent higher than last year; local bus passenger journeys in London increased by three percent and local bus fares increased by two per-cent in real terms; and mileage on other (non-local) bus and coach services increased by two percent over the decade this has increased by one fifth.



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Days · Campanile · Alcoa International · Direct Parts · Powervamp · AVE Berkhof · S J Carlton · Moseley PCV · Salvador Caetano · Toyota · BOVA · A W Group · Somers Vehicle Lifts • Crystals • Optare • Alf Moseley • UVG · Marshalls SPV · Calor Autogas · Crest · Allen & Douglas · Distinctive Systems · Autosound · Stertil Koni · Webasto · Filtration Control · Orvec · Phil Stockford · De La Rue Systems • Olympus/Richards & Shaw • Unwin & CSPL · Cummins · Ferodo · P & P Sergeant · The Turbo Brush Wash · Busparts · Transmatic Europe · Transport Lighting Company · Scotkleen · Drinkmaster · Hansar Finance · Bob Vale · Telma · Blackpool Trim Shops · DKV · John Holdsworth • Scan Coin • First Choice • Aftermarket Coach · Wedlake Saint · Pellys · UWE Verken/Purmo · Gierlings Velpor • J W Glass • Automate • Travellers Protection • Star Autobulbs • Commercial Exhausts • Sharps Freeman • Wrightsure • Roeville Computers • V L Test Systems • Britax PSV • Peek Traffic • Meggit Petroleum Systems • Atlantis International • Richard Hirschmann • Smart Central Vacuum · Duoflex · Eberspacher · TVI · PSS Steering · Tunic Corporate Outfitters • Q Straint • Proximeter • LHE Finance · AVT · Eastgate Coach Trimmers.

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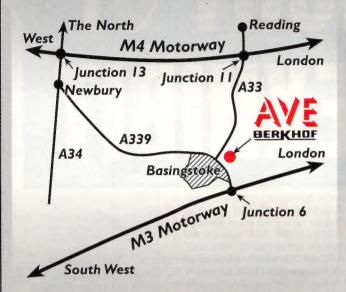
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USED COACHES

1997 LEYLAND DAF CRYSTALS CONVERSION, 16 seats, seat belts ..£16,000 glazing, crew seat, rear continental door, exterior blue / white / gold, MoT 26/11/97£109,500

295/197

1995 MERCEDES 814D AUTOBUS CLASSIQUE, 33 seats, seat belta power door, rear boot, tinted windows, radio/tape/PA, interior grey, exterior white/blue/gold, MoT 5/11/97

1995 TOYOTA OPTIMO, 18 recliners, large boot, tinted windows, radio/tape/PA, curtains, interior grey/red, exterior white/blue, MoT 9/11/98

.£45,000

1994 BOVA FUTURA FHD, 53 recliners, crew seat, seat belts, rear continental door, double glazing, interior grey, exterior white, MoT 1/4/98......£112,000 1994 MERCEDES 814 OPTARE STARIDER COACH, 29 seats, rear boot,

1989 SCANIA K112 PLAXTON PARAMOUNT 3500, 51 recliners, crew seat,

double glazed, Telma, sunken toilet, centre continental door, fridge, boiler, splitter gearbox, fawn/orange interior, exterior white/lilac/pale yellow, MOT 12/2/98......£67,500

1989 LEYLAND TIGER PLAXTON DERWENT, 53 coach seats, rear boot, exterior white, MoT 13/4/98..

1987 (OCT) FREIGHT ROVER SHERPA CARLYLE, 20 seat + 4 standees bus, moquette seats, fawn/orange interior, exterior white, MoT 18.9.98.£3,750 1987 VOLVO B10M VAN HOOL ALIZEE, 53 recliners, double glazing, side

window blinds, Telma retarder, crew seat, grey/blue interior, exterior white, unsignwritten, MoT 24/7/98£59,500

1986 LAG PANORAMIC, 49 recliners, centre continental door, sunken toilet, seat belts, water boiler, radio/tape/PA, drvers bunk, interior grey/red, exterior white, MoT 4/8/98...

1985 BEDFORD YNT DUPLE LASER II, 53 seats, crew seat, power door, side lockers, seat belts all seats, fawn interior, exterior cream/green/orange, MoT 20/1/98£15,000

1984 NEOPLAN SKYLINER, 77 seats, crew seat, toilet, water boiler, 2 tables lower deck, grey interior, exterior white/mauve/pink, MoT 6/2/98 £29,500 1983 LEYLAND TIGER PLAXTON PARAMOUNT 3500, 48 recliners, crew seat, rear continental door, seat belts all seats, sunken toilet, interior fawn/brown/red, exterior deep cream/orange/green, MoT 2/11/97 £25,000

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News

TWM win first LT routes

Travel West Midlands has won its first London bus contracts in the latest round of London Transport Buses tendering. The National Express Group subsidiary has gained routes 211 and C1, currently operated by London General, and will be establishing a new base in London, trading as Travel London. Route 211 links Waterloo Station and Hammersmith Bus Station and is to be operated with new dual door lowfloor single deckers. Route C11 links Victoria and Kensington High Street, requiring new lowfloor midibuses. Beginning in June 1998, the contracts are for seven years.

Other contracts issued included routes 76 and 259 (Waterloo - Northumberland Park and Holborn Circus Ponders End respectively) which are to be operated by Capital Citybus. Presently under the auspices of Leaside Buses, they will be run with new double deckers from March 1998 for a period of five years. Metroline also gained a five year contract, starting next June, for route 260 (Shepherds Bush - North Finchley). Metroline take over from Armchair Passenger Transport and will use existing double deckers for the first year replacing them with new vehicles in 1999.

London General retained its contract to operate route 11 for a further five years. Linking Fulham Broadway with Liverpool Street Bus Station it will continue to be run with Routemaster double deckers.

Moseley moves

Karl Moseley is leaving PCV join Moseley to Autobusfabriek Bova in the new year. For the last three years Karl has been a coach sales executive covering the East and West Midlands and North Wales. His new position is that of manager of international sales and assistant to Rik Pronk, Bova's international sales director. Karl is to be based in Valkenswaard and will be developing Eastern and non-European territories for Bova's coach range. Returning to the fold and taking over from Karl Moseley PCV is John Wolfindale. John is well known throughout the industry through his years with Jonckheere UK and Hughes DAF.

Design award for Birkenhead

Birkenhead's new bus station in Claughton Road was given a commendation at the 1997 Structural Steel Design Awards and was described by judges as having 'civic sparkle, creating a convenient environment for bus passengers in a highly attractive way.' Designed by Buro Happold, the structure caters for the needs of disabled passengers and forms part of the re-generation project for the town centre.

Homeless story unfounded

A story run in some editions of the Sunday Times claimed that the bus industry was seeking to employ vagrants as bus drivers. It also claimed that CPT executives had been in talks with Treasury officials about ways of employing homeless people. CPT has denied any knowledge of this and stated its director general, Veronica Palmer, had been in talks with the Treasury over ways of bringing young, unemployed people back to work, but knew of no plans to involve homeless people or vagrants in such a scheme.

Gardner record results

L Gardner Group Plc has announced record preliminary results for the financial year to 31 August 1997. Turnover increased by 61% reaching £35.3m and operating profits rose 78% to £4.8m. Pre-tax profits were £4.4m, an increase of 75%. Earnings per share were up 37% at 21.3p and the total dividend per share for the year stands at 7.0p - a 17% growth on last year.

Shearings order

Shearings has increased its order for Plaxton Excaliburs from 15 to 19 for the 1998 season. The additional coaches will also be based on Volvo B10M chassis like the initial order. Plaxton's coach sales manager, Kevin Wood, said: We are approaching the 1998 season with many more orders than we had at this time last year. With most forecasters agreeing that coach sales will be lower in 1998 than in 1997, we are working hard to win new customers and retain existing ones.'



USEDH COACH COACH SELECTION

VOLVO

1994 VOLVO B10M VAN HOOL ALIZEE-HE 12M

48/50 recliners, beige/orange moquette, rear sunken demountable toilet, continental door, SUTRAK AIR CONDITIONING, double glazed tinted side windows with blinds and decorative curiarins, aircraft style lockers to hatracks, courier seat, fully carpeted, no rear window, Eberspacher preheater, TELMA retarder, power entrance door, finished cream.

CHOICE OF 2 INDENTICAL VEHICLES
M.O.T.'s FEBRUARY 1998

1991 VOLVO B10M PLAXTON PARAMOUNT 3500 12M

49/53 recliners, grey/orange moquette, centre sunken demountable toilet, continental door, tinted side windows with blinds, courier seat, water boiler, power entrance door, finished all white.

M.O.T. OCTOBER 1998

1989 VOLVO B10M PLAXTON PARAMOUNT 3500 12M

49 recliners, red/grey/orange moquette, centre sunken toilet, continental door, double glazed tinted side windows, courier seat, water boiler, power entrance door, finished all white.

M.O.T. JULY 1998

1988 VOLVO B10M IKARUS BLUE DANUBE 358 12M

49/53 recliners, brown/orange/red moquette, centre sunken demountable toilet, continental door, double glazed tinted side windows, curtains, courier seat, driver's berth, water boiler, fridge, wired TV/video, power entrance door, finished white/red/yellow.

M.O.T. JANUARY 1998

1987 VOLVO B10M VAN HOOL ALIZEE-H 12M

49 recliners, brown/orange moquette, centre sunken toilet, continental door, double glazed tinted side windows with blinds, courier seat, water boiler, fridge, TELMA retarder, power entrance door, finished metallic silver.

M.O.T. JANUARY 1998

1985 VOLVO B10M BERKHON

49 recliners, brown/orange moquette, centre sunken toilet, continental door, tinted side windows, curtains, courier seat, water boiler, power entrance door, finished all white.

M.O.T. JUNE 1998

BOVA

1996 BOVA FUTURA FHD 12.330

49 recliners, grey/blue/red moquette, centre sunken toilet, continental door, driver's berth, double tinted double glazed side windows, curtains, water boiler, coolbox, seat belts, AIR CONDITIONING, additional fuel tank, finished metallic silver/dup blue.

M.O.T. APRIL 1998

1989 BOVA FUTURA FHD 12.290 INTEGRAL 12M

49 recliners, red/grey/black moquette, centre sunken toilet, continental door, double glazed side windows, curtains, courier seat, driver's sleeping berth, drinks machine, wired TV/video, finished all white.

M.O.T. APRIL 1998

DAF

1991 (August) DAF MB230 VAN

44/46 recliners, grey moquette, centre sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, TV monitor, wired for video, seat belts, servery at rear with double fridge, water boiler, sink, microwave oven and coffee machine, Webasto pre-heater, power entrance door, finished all white.

M.O.T. AUGUST 1998

1989 DAF SB2300 VAN HOOL ALIZEE.DH 12M

Low driving position, 51 recliners, grey/red/orange moquette, centre sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, water boiler, twin TV monitors, wired for video, power entrance door, finished all white.

M.O.T. MARCH 1998

988 DAF SB3000 JONCKHEERE JUBLIEE P599 12M

51 Vogel recliners, grey/red/blue moquette, centre sunken toilet, continental door, double glazed tinted side windows with blinds, courier seat, water boiler, fridge, wired TV/video, power entrance door, finished all white. M.O.T. MAY 1998

1988 DAF DKFL PLAXTON

49 recliners, grey/red moquette, rear sunken toilet, continental door, seat belts to all seats, tinted side windows, provision for driver's berth, wired TV/video, TELMA retarder, power entrance door, finished all white

M.O.T. JUNE 1998

SCANIA

1992 SCANIA K93 CRB

51/55 recliners, beige/orange moquette, centre sunken demountable tollet, continental door, tinted side windows, curtains, courier seat, water boiler, Webasto pre-heater, wired TV/video, finished all white. M.O.T. MARCH 1998

1989 SCANIA K113 PLAXTON PARAMOUNT 3500 12M

49 recliners, grey/red moquette, centre sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, aircraft style lockers to hatracks, water boiler, fridge, wired TV/video, TELMA retarder finished all white. M.O.T. APRIL 1998

1989 SCANIA K93

55 seats, grey/orange moquette, tinted side windows, power entrance door, finished all white.

M.O.T. NOVEMBER 1997

SETRA

1988 SETRA S215H EXECUTIVE INTEGRAL 12M

28 recliners, grey/purple stripe moquette 7 saloon tables with lamps, centre sunken toilet, continental door, driver's sleeping berth, full rear kitchen including fridge/freezer, microwave oven, hot storage cupboard, 3 aircraft size hostess trolleys. full size domestic sink unit with hot/cold running water/mixing tap, hot drinks boiler, optics rail, 240 volt power point, storage cupboards, intercom 'phone etc. Four monitor/video system, large fridge, Sundym foil to side windows, curtains and full soft trim to interior saloon. 'Silent' diesel generator, land line power point connection, Webasto heating, large double-deck fresh water tanks, waste water tank and domestic size immersion heater/tank. 2 additional double passenger seats to upgrade seating to 32, finished white/green. M.O.T. AUGUST 1998

LEYLAND

1988 LEYLAND TIGER 260 PLAXTON PARAMOUNT 3500 12M

49 recliners, red/grey moquette, sunken toilet O/S rear, continental door, double glazed side windows, curtains, courier seat, water boiler, power entrance door, finished cream/grey. M.O.T. JANUARY 1998

1988 LEYLAND TIGER Cummins L10) DUPLE 340 12N

55 seats, grey/red/blue moquette, courier seat, continental door, power entrance door, finished all white. M.O.T. JUNE 1998

LAG

1988 LAG PANORAMIC INTEGRAL 12M

49 recliners, grey/yellow/beige moquette, centre sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, water boiler, coolbox wired TV/video, TELMA retarder, power entrance door, finished all white. M.O.T. JANUARY 1998

1987 LAG PANORAMIC INTEGRAL 12M

24/30 recliners, grey/orange moquette, U-shaped lounge at rear, 6 saloon tables with lamps, centre sunken toilet, continental door, servery with sink, fridge, water boiler, microwave and storage, twin monitors/wiring for video, courier seat, double glazed tinted side windows, curtains, Webasto, TELMA retarder, power entrance door, finished duo red/white M.O.T. APRIL 1998

1986 LAG PANORAMIC INTEGRAL 12M

49 recliners, grey/red/orange moquette, centre sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, colour monitor/wired for video, Webasto, power entrance door, finished duo red/white. M.O.T. AUGUST 1998

IVECO

1995 (November) IVECO

35 seats (30 reclining and 5 fixed at rear), grey/orange moquette, complete with seat belts, tinted side windows, curtains, AIR CONDITIONING, continental door, coffee machine, wired TV/video, power entrance door, finished silver/yellow/orange.

M.O.T.'s OCTOBER 1998

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92 (J) TOYOTA OPTIMO II GL

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£32,500





91 (H) TOYOTA OPTIMO II GL

21 seats, power door, tinted windows

£27,500

90 (G) TOYOTA OPTIMO GL

18 seats, power door, tinted windows

£19.950





89 (F) TOYOTA OPTIMO GL

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Neoplan's two axle Cityliner



Neoplan's presence on the UK market dates back to the early 1980s when the first coach imported to the country was a Neoplan Cityliner for Blueways. In the newly deregulated tours and excursions market the high floor, integral, Cityliner found favour in a number of fleets including Happy Days, Harris of Catshill, Parrys, Bergland, of Colsterworth, or of Dinnington, Gem Excelsion Selwyns of Runcorn and Link Line. At the time virtually all coaches were mounted on two axles, indeed until the mid 1980s the Bedford VAL was virtually the only postwar coach offered in the UK with three axles, and then with two axles at the front and one at the rear. As UK weight limits became progressively

tighter and specification lev-

els rose, it became increas-

ingly difficult to offer a two axle Cityliner with all the equipment required by the operator and a viable number of seats. Continental buyers did not experience the same degree of difficulty because most were allowed 18 rather than 17 tonnes gross vehicle weight, and some were also permitted to omit safety equipment such as retarders from the weight equation.

Dedicated Neoplan buyers, such as Parrys, turned to the more expensive three axle option which overcame the weight problem but many others opted either for lighter Neoplan products or, more usually, those of other manufacturers. There were a few exceptions, notable among them being a coach bought by Jones to serve as the Manchester United team coach, which had greatly

reduced seating capacities and no need of the third axle, but buyers always faced the problem of what to do with such a coach in its later life. Three axle Cityliner sales were regular if limited in number and those that were imported were sought after in

the used market.

No doubt influenced by the fact that other integral manufacturers had managed to keep their two axle products within the British weight limits, however marginally, Neoplan UK's Chris Lavin and Neoplan managing director Bob Lee took another look at the Cityliner earlier this year. Their aim was to be able to offer a Cityliner on two axles with all the equipment customers expect from Neoplan, at an attractive price. They calculated that this could be achieved by extending the wheelbase by 200mm, thus reducing the rear overhang, and by repositioning a number of other items.

The decision to go with the project was taken with the date of Coach & Bus '97 looming, and the vehicle was finished with only a few days to spare. Neoplan UK had to rearrange the previously designed stand in order to squeeze on the extra exhibit but was glad to have done so because the response was very positive. When I saw him at the Stuttgart plant in September, Bob Lee was clearly proud to have managed to complete the vehicle with a rear axle weight of, he claimed, slightly under 10 tonnes, well within the permitted maximum of 10.5 tonnes. It met the brief in offering 48 seats and a full specification, the only compromise being



The rear continental stairs showing the overhanging platform giving access to the toilet.

the use of single glazing rather than the normal double, something that certain other integral manufacturers have also experienced. The company confirmed that it is possible to have double-glazing, but only by reducing the seating capacity to 46.

Having seen the coach at Stuttgart and again at the NEC, I was eager to try out the new Cityliner. Simon Dew and I visited Hellaby at the end of October after the coach had been successfully tilted but before it had been fully certified.

Mechanical

Power for the Cityliner is provided by the Mercedes V6 OM441LA which produces 340bhp (250kW) at 2100rpm. The gearbox is the latest manual from ZF, the S6.1600 six speed with ZF-intarder.

ASR is standard in addition to the mandatory ABS braking system, an air dryer is standard and the coach also has a cruise control facility. Disc brakes are fitted all round. In addition to the gearbox, ZF supply the power steering system and the A131 drive axle. The Cityliner is air suspended with Neoplan's own design of independent front suspension, incorporating a ferry raise and lower capabil-Alloy wheels are employed primarily for weight reasons but an additional benefit is that they look smart. Tyres are Michelin Pilote 295/80R.22.5. Front and rear towing eyes are provided.

To cope with the extensive electrical equipment two 140 amp hour Bosch alternators are provided and the batteries are twin Powerbull 200 amp/hour units.

Body

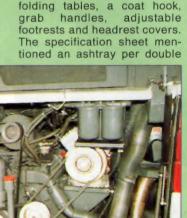
The Cityliner is integrally

built at Neoplan's Stuttgart plant using corrosion-protected steel, wax injected below the window line and in the whole of the front and rear sections. The front and solid rear panels are of GRP, the main side panels are stretched one-piece units and the below waist panels are of aluminium, other than the wheelarches which are GRP. Glazing is bonded. Between the wheelbase is a large luggage hold accessed through three lift-up lockers on each side of the coach. There is plenty of space for luggage, but with a full load and luggage to match one might have cause to worry if asked to visit a Ministry weighing station.

All electrical items for the coach are controlled from a panel accessed from the exterior of the vehicle below the driver's window. This is the standard distribution panel with built in diagnostics which

said that the only conceivable extra was a CD player, and this is close to the truth if one ignores the satellite navigation systems, and radar or laser based headway warning devices which are now becoming more common on the continent. These excepted it's got the lot. Air conditioning is a sub tropical system from Sutrak mounted centrally on the roof, there is a Webasto pre-heater with timer, the coach has central locking and for peace of mind there is a burglar alarm.

Neoplan use Kiel recliners in many of their coaches and the R80 model employed in the Cityliner struck me as a very comfortable seat. In addition to the ubiquitous lap belts, these feature fold-down armrests, magazine nets, folding tables, a coat hook, grab handles, adjustable footrests and headrest covers. The specification sheet mentioned an ashtray per double



Ample power is provided by the Mercedes Benz OM441LA 340bhp V6 engine.

is used across the Neoplan bus and coach range. Beneath the electrical panel is the spare wheel which is mounted on rollers to ease loading and unloading.

Interior

At the show Stuart Johnson

seat, but with the exception of the front pair of seats on each side which have an ashtray incorporated within a table topping the decency screen, these appear to have been deleted in favour of the coat hooks. On the prototype coach we examined all seats includ-



Luggage provision is good.



The toilet compartment.

ing those for the driver and courier are trimmed in patterned Holdsworth moquette a predominantly pink/purple theme. The sidewalls, toilet compartment exterior, continental door interior and decency screens are trimmed in a pink and grey material, while the headrest covers and rack undersides are in a more velvety light green trim. The ceiling itself is not trimmed, but with a large air conditioning grille and two roof hatches taking up a fair part of it this does not detract from the ambience. A choice either blinds or curtains is offered for the tinted windows, the vehicle tested having full draw curtains in emerald green. The aisle, driver's area and both stairwells are carpeted.

At the entrance three spacious steps, including that from the ground, take the passenger to the platform area beyond which two further steps give access to the sunken aisle - the seats being mounted on platforms. The entrance steps, none of them rising more than nine inches (22.5cm), are quite large and relatively easy to negotiate, though additional handrails beyond the one fitted to the base of the courier seat would be welcome. The eight inch high seat platforms did not appear to make the seats any more difficult to get in and out of but the sunken aisle does make it easier to clean the coach. The aisle is level to the ninth row of seats after which it slopes gently upward toward the rear until the eleventh row where it levels off again, reducing the seat platform height to six inches.

One of the strengths of the Cityliner is the excellent view it provides passengers through its deep top curved side windows and a front screen on which the horizontal split is sufficiently low not

to impair forward vision. There is no rear windscreen on the prototype, though it is an option.

There is no separate driver's door but both driver and courier are well catered for with seats that provide about as much comfort as is possi-Manufactured Isringhausen, the driver's seat is fully air adjustable with two armrests and a lap belt. Extensive adjustment of the steering wheel for height and rake is possible with the hydro pneumatic steering wheel. I found this afforded me a good view of all the controls although Simon, who is slightly shorter than me, could not adjust it to a position in which the tachograph, a two man electronic unit. was clearly legible. The mirrors are heated and electrically adjustable and both the driver and courier's windows are also heated.

Releasing the hinge down squab section of the courier seat is a bit of a knack, requiring the courier to stand on the bottom step and pull a red knob on the lower right of the seat frame towards the passenger door. Once in position the seat offers armrests, a lap belt, and more width than any other seat on the coach. Individual rubber bladed fans and sun visors are provided for both crew members, as are microphones, that for the driver being a hands-free unit mounted on the offside window pillar. The courier microphone is on the front edge of the dash panel in a retaining clip while the top of the dash incorporates a fridge facility albeit at the opposite end of the coach to the servery. A lockable locker is provided at the extreme front of each parcel rack. Another boon to the crew is the waste disposal chute, half way along the aisle, which allows rubbish to be swept straight through a flap into a wheeled rubbish bin in the luggage hold. The bin, with disposable liner inside, is secured in place in the hold by means of elasticated straps.

The driver's bunk (or cabin as Neoplan like to call it) is at the front of the coach with access through a roller shutter hatch to the right of the entrance stairs, below the wide courier seat. While the accommodation within is reasonably spacious at either end, it reduces to give head-room of approximately 15.5 inches in the centre, beneath

the gangway. Mattress, pillow, internal telephone and a light are all provided with a window on the nearside and a thermostatically controlled heating system. From the cabin, a hinged hatch provides access to a useful locker which utilises the space above the front wheel.

A boon to passenger safety and driver comfort is the location of the radio on/off, station change and volume controls on touch sensitive back into the rack when not required.

In the centre of the driver's instruments, visible wherever one has the steering wheel, is a three-section display panel which shows at the top the gear and radio channel selected. The centre section illuminates if there is a problem and shows STOP if necessary, while the lower section lets you know what the nature of the problem is. When you first start the coach



The interior features comfortable Kiel R80 recliners trimmed in Holdsworth moquette.

pads in the centre of the steering wheel. This should lessen the number of times a short stretch across to the Blaupunkt radio/pa/cassette unit is required. A ten cassette storage rack is incorporated in the dash. The video

the displays show oil pressure low and a battery warning light for the twin batteries, but these go off almost immediately.

Though the coach offered passengers a very high degree of comfort, there was



The dash arrangement is quite well thought out. Note the touch pad radio controls in the centre of the steering wheel.

player is discreetly located behind a lockable flap beneath the radio, to the driver's left. Three video screens are provided, the largest one beina neatly installed between the racks at the front with a digital clock to the left and a toilet occupied light to the right. At the push of a button in the cab, two smaller monitors drop down from midway along the racks. They can easily be manually pushed rather too much evidence that it had been completed to a deadline and had yet to be certified. It is often difficult inspecting a vehicle before certification to be able to tell how it will look once certified, but there were a number of areas of interior finish that were simply below the standard one expects of a coach with a price tag of £189,000. The roller shutter door to the driver's bunk fitted badly, the

finish of the forward edges of the seat platforms at the front of the aisle was untidy, and there was a considerable amount of creaking from the offside overhead rack where some of the mouldings appeared to be ill fitting. Closer investigation suggested that the creaking and the misaligned fittings were the result of the rack having been removed and reinstalled with a rubber gasket separating some of the mouldings improperly positioned. As the racks needed to come out again for the installation of moulded covers to enclose the drop-down video screens, one anticipates that this problem will disappear.

The other area of concern is at the rear of the saloon where the toilet location, with the door opening on to a platform over the continental stairwell, is somewhat less than ideal. Although there is a low rail to help warn passengers about the stairs, it appeared all too easy for a frail passenger or one jolted by a coach turning suddenly, to fall down the stairs when leaving the compartment. The platform also impeded the use of the continental door to a degree. Excluding boarding the coach there are four eleven inch (28cm) steps with a large cupboard with roller shutter door to the right of them. Handrail provision is good in this area. I felt the vehicle was comparatively noisy, especially at the rear where it seemed to be transmitted up through the stairwell. Neoplan UK expressed confidence that this could be significantly reduced on production vehicles.

The toilet compartment itself is a good one, with an easily cleaned suite in pastel shades of green, but the doorway headroom is limited. Staff at Carlton told me that future vehicles would not be laid out in the same way, the intention being to turn the toilet compartment through 90 degrees, with the door opening on to the aisle, and put the servery facility on the forward edge of it. I was not completely sure that the space existed to achieve this without moving the continental doorway further forward, but the concept seemed to me much better than the current arrangement. It would also overcome two other drawbacks of the current layout. These are that the hot tap on the servery is close to the nearside rear aisle



A chute from the gangway allows rubbish to be deposited directly into a portable bin.

seat, and both of the nearside rear seats are difficult to get in to because of the proximity of the servery and its screen.

The servery has a boiler and a coffee machine with a capacity of 40 cups. It is mounted above a sink with a cupboard unit below. Despite my reservations about the layout of this area I can understand Neoplan wanting to keep the servery facility where it is easily accessible to the courier/hostess. It is far preferable to have it where it is than half way down the continental steps as so often seen on continental coaches.

On the road

Simon spends much of his time at the wheel of one of his family's frontline fleet of Scanias and Volvos but he was immediately impressed with the power provided by the Mercedes engine. 'It pulls very, very well,' he said. He thought it a little odd that the steering wheel was positioned slightly to the left of centre in relation to the driving seat but this did not present any problem and though he could not see all of the instruments, found the driving position comfortable. coach went through the revs quickly and therefore needed fairly rapid gear changes. Not being able to clearly see the rev counter meant that it was rather too easy to get into the red band without meaning to.

Initially a little stiff, the gear change was very positive and Simon felt immediately at home with it. This is one of the first UK applications for the ZF S6.1600 and it offers a very smooth gear change capability. The Cityliner also featured the ZF Intarder in which the retardation occurs within the gear-



The saloon from the front.

box. This impressive device, operated by a lever on the steering column in the same manner as a retarder, slows the coach progressively and smoothly. Even if you apply all five stages at one go the effect seems to come in gently and then really pull the coach up without passenger discomfort. The verdict on the gearbox was that it was more driver friendly than a rangechange eight speed such as the 8S.180 normally associated with a power output of 340bhp, Simon also found the gear lever position comfortable - not too high and with not too extended a throw.

We had taken a short drive on a Scania powered tri-axle Cityliner prior to commencing the run and, perhaps surprisingly, the two-axle coach felt



A servery with storage cupboard beneath is situated at the rear of the aisle, next to the toilet.

as stable if not more so than that had. Asked about the additional length in the wheelbase Simon admitted that he had not noticed there was any the turning circle certainly did not appear to be in any way inadequate. The ride quality was very good at all times.

Overall Simon was favourably impressed with the coach from the driver's point of view. 'It drove very nicely and I enjoyed driving it' he commented. 'It went very well and had ample power.' Though disappointed with the interior finish he thought the coach had a number of very good features including the very neat front video installa-



Access to the rearmost row of nearside seats was somewhat restricted.

tion, the touch-pad radio controls in the steering wheel and the climate control system which, 'Was very easy to set and kept everything to a constant temperature.'

We covered 188 kilometres on a mixture of road types, using 36.2 litres of fuel, and despite the fact that the vehicle was unladen a figure of 14.7mpg did seem rather too good to be true.

Summary

At £189,000 for a 48 seat two axle Cityliner, an operator will be paying £34,000 less than the £223,000 list price of a three axle Cityliner with 49 seats and double-glazing. With the extra seat and axle comes a considerable degree of peace of mind that no future weight problems will be experienced, but also extra expense in reduced fuel economy and an additional axle to tyre and maintain. Cityliner styling remains attractive to passengers and the level of comfort is high. The Mercedes/ZF driveline is impressive and has the benefit of comprehensive support throughout Europe, in addition to that provided by the manufacturer. Neoplan's warranty is two years or 200,000km whichever occurs the sooner.

When Neoplan first brought the Transliner on the Dennis Javelin chassis to the UK there were aspects of the design which were design which were rapidly sorted out to leave the attractive product offered today. The coach we tested was rather less well presented than I had expected but nevertheless demonstrated that it has bags of appeal, particularly for the driver and passenger.





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Operator Focus

Thirlwell's Coaches

The oldest established coach company in the North East'

Based at Whickham Bank, Swalwell near Gateshead, celebrates Thirlwell's years of business this year. Started in 1917, the company is still family owned and is now in the hands of the third generation - Susan, John and lan. It's a small quality driven operation which, through Susan's vision, now specialises in coach holidays to different corners of the British Isles, and has a loval following in a part of the world were several local operators have chosen to move away from coaching in favour of local service work. B&CB has been to Whickham Bank to meet the Thirlwells.

Through changing times

Brother's John, Tom and Joseph Thirlwell established a taxi and private hire business at stables in Walker Terrace, Gateshead in 1917. It was in the early days of motoring and just in case any of the brother's clients were not too sure about this newfangled mode of transport they maintained a horse and trap as well. However, they knew where the future lay and Tom's wife Kitty was to be the first lady in the area to hold a driver's licence. In 1920 the business moved to Bensham Road which was to be home for the next 50 years. Tom decided to pursue other interests and was followed by Joe who moved to Newcastle upon Tyne in the 1920s to sell Citroen cars. Susan recalled, with a smile, that her grandfather did not believe that Citroens would catch on, opting to take up an Austin dealership instead.

John Thirlwell, known by the nickname Jack, and wife, Mary, lived at Bensham Road in the early years, later moving their family home to Lobley Hill in Gateshead. The business phone number was then 640 but by the time Thirlwell's left Bensham Road in 1970 and ceased to use the number it had increased to 71640. Today yet another digit



Four of the fleet lined up at Millers Bridge.

has been added. Their first 'coach' was a typical charabanc of the period and Mary, who had been a seamstress at Fenwick's, made canopies for the sides to give passengers a little bit more protection when the weather dictated that the canvas roof needed to be in place.

Early destinations included Seahouses, Redcar, Whitley Bay and Scarborough but some day tours even reached Ayr more than 140 miles away. In the 1930s the streets around Bensham Road were terraced and made up of tightly knit communities. It was not unusual for a whole street to

book a day tour through Thirlwell's and Susan and John have found that many of the retired people who book the company's tours today, actually used Thirlwell's services for their weddings as well. Business activity at Bensham Road was diverse. Not only were there coaches, hire cars, and the Austin dealership, there was an MOT and service station and petrol pumps.

During the war John served in the merchant navy. On three occasions, his ship was torpedoed and he lost everything, just getting away with his life. After the third

time the authorities said that he did not have to go back to sea because of his age. He returned to Gateshead for the last months of the war to help Mary who had been running the business single-handed in his absence. A stern lady who stood no nonsense, she had not had an easy time. The coaches had gone, Thirlwell's did not run any during the war, and she was not able to sell petrol as it was restricted to just a handful of outlets. Thus she was left with some car hire and repair work. Her staff were either very young or old and she, like everyone on Tyneside, had had to deal with the constant bombing.

Jack and Marv's son, John. had been called into the army when he was 18. After the war he returned to Gateshead to take the lead role in the business, although Mary was to look after the books for some years to come. Like his father, John was known as Jack and was to marry Marion in 1952. She was to take on looking after the books from Mary and continued to do so until Susan joined the business. Closely involved throughout her husband's time, Marion still takes a keen interest in how the company is doing today. John



Thirlwell's Van Hool Volvo B9M ready for delivery from Moseley (PCV).

Operator Focus

first set about re-building the garage business but it was not long before he bought his first coaches, Duple bodied Bedford OBs. Susan recalled that her father had a real affection for 29 seaters, particularly the Bedford OB and in later life he bought two to renovate although sadly he was to die in 1989 before work could start. She remembered that when she was a child he was rarely at home, always out driving, or down at the garage. Many years before driver's hours regulations he would often not come home until two or three in the morning only to be out driving again at six.

impressive coach An bought in the early 1950s was a new Leyland Tiger costing £4,500 through local dealer Adams and Gibbons. The chassis had to be ordered well in advance and collected from Leyland and then driven to Associated Coach Builders of Sunderland for bodying. With a flat front and double windscreen it also featured a seat. However, courier Leylands were expensive and the fleet standardised on Bedford, a mark which John respected. Following the OBs Thirlwell's bought the larger SB and was the first operator locally to have a three axle VAL. Yet one of the busiest vehicles was a little Austin, one of several in the fleet, bought in the 1950s, which was out so often it had two regular drivers. The fleet was to reach its highest total around 1960 when 13 coaches were operated.

As well as private hire and commitments, schools Thirlwell's had some more unusual work as well. Their hire cars were used to take money to the labour exchange which was situated behind the company's premises while, in the weeks running up to Christmas, the coaches carried mail bags and parcels for the Post Office. As part of the arrangement they were not allowed to pick up any passengers, being manned by just the driver and a postman Susan remembered this well as they were unable to pick up her and her brothers as they trudged up the hill from school in the snow. Perhaps not surprisingly, with the Austin dealership, John was the first in the area to run an Austin Mini car, quite a curiosity at the time.

The 1960s were a time of considerable social change in

the neighbourhoods around Bensham Road. The rows of terraced houses were demolished in favour of high rise tower blocks and the communities which had supported the business so loyally for so many years were broken up. Business was good for Thirlwell's during the building work because of the maintenance work which came from the contractors. However,



John and Susan with the B9M.

when it was all over John decided to accept an offer from Shell for the Bensham Road site. The oil company had been after the location for some time and wanted to redevelop it as a filling station. There had also not been any opportunity for the Thirlwells to extend the premises as land immediately adjacent had been designated for recreational purposes.

sional secondhand well maintained vehicle did join the fleet. Two J2s bought new and destined to give more than 20 years service to the company were sold for more than their original purchase price. The last coach for many years to be ordered from the chassis up was a Bedford YMT with Plaxton coachwork in 1979 and Susan remembered going to Scarborough with her par-

more room for the coaches.

The top end of the yard has

since been sold for use by a

fleet stood at six and loyalty

ensured that it was an all

recalled that her father would

not buy Ford, not even a Ford

car. Although he always pre-

At the time of the move the

Luton built products

line up. Susan

scrap merchant.

Bedford



One of two Plaxton Premiere 320 bodied Dennis Javelins and the Ikarus bodied Volvo.

At Swalwell

New premises were found for the coaching business at Whickham Bank in nearby Swalwell. The site had been part of an old open-cast mine working and included stables and railway buildings. One of these had to be converted for use as a garage including new doors and the construction of a engineering pit. The original office was at the back of the building, but it was later moved to the front to leave

ents to chose the specification.

lan was the first of the current generation of Thirlwell's to join the business, doing so straight from school when he was 16. He enjoys undertaking the engineering side of the business along with cousin Tony Barrass. Susan became involved in a part time capacity, initially doing the books. One day she said she would look after the office for her father and has stayed ever since. John admits, with

a smile, that he had vowed he would never join the business but after initially working for a hotel in Newcastle, he too became involved, firstly on a part time basis, when Susan was having her son David, then full time.

Developing holidays

Susan persuaded her father to let her have a go at organising holiday tours in the early 1980s. Having lived and worked on the Isle of Wight she believed that there was a market which could be developed. Her father was not keen on the idea but agreed to let her have a coach each for trips to the island and Eastbourne. He was quite surprised when she came back to him saying that demand was so high she would need an extra vehicle. The range of tours has grown and grown although this has stabilised in the last five or six years. The 1998 programme contains a number of popular destinations including Clacton, Cornwall, Weymouth, Llandudno, the west coast of Scotland and southern Ireland.

early In the Thirlwell's offered a range of day excursions but chose to move out of the market which at the time was becoming increasingly congested. However, as more local coach operators have become involved in service work they have again developed a programme over the past three years. This year's itinerary includes the Lakes and Kendal, Granada Studios in Manchester and Edinburgh Military Tattoo.

Both Susan and John, who do all the organising themselves, are quite clear about the value of offering unusual memorable packages. Taking an idea from David Ogden they have offered a range of Christmas and Easter breaks. There are more than 2,000 booked for Christmas tours to Seahouses this year and Thirlwell's has had to increase the number of departures. Many local pensioner groups use them as the basis of their Christmas parties. Thirlwell's use the Viking Restaurant, another family business now in the hands of a second generation. Last year, tours to Yorkshire were offered on Mother's Days and a Thirlwell's 80th Anniversary mystery tour will

Operator Focus

shortly be departing. With 139 participants the hotel is now full with Thirlwell bookings.

Susan believed that word of mouth has been the most effective form of advertising for the company's holidays, although last year's participants are always mailed with next year's brochure. About 90% of clients are pensioners drawn from the Gateshead, Newcastle and Sunderland areas as well as the Tyne Valley up to Hexham. They are typically people who do not want the hassles of travelling abroad. A regular traveller's discount is available which means that someone who books three holidays receives a £10.00 discount per person off the third holiday. Book four trips and the discount increases to £15.00 per person. Thirlwell's also offer a group travel discount which gives one free seat for parties of 10 to 20 and two free seats for numbers greater than this.

Private hire, for so many years a central part of the coach operation, is now fitted around holiday commitments. Although no school contract work is carried out, June to August is a busy time fulfilling school outings. Thirlwell's was quick to fit seatbelts when they first became a social issue and Susan believed that it was an aspect which generated a considerable amount of business. It was one of the first questions a school would ask before making a booking she observed. Corporate hire is important with work coming from a variety of sources including Siemens and the University of Newcastle. Trips for local industry retirement organisations such as the Evening Chronicle and Royal Mail are also fulfilled.

Susan and John have no regrets about pulling out of the school contract market in the late 1980s. They believe that it gives them much greater flexibility with their fleet particularly during the busy summer months and the rates currently available for school transport do not justify the commitment.

Fleet line up

Thirlwell's always use their own coaches. Susan said that they prefer to buy new because of the risk of inheriting problems with secondhand purchases. Since the 1979 Bedford YMT, these have been dealer stock vehicles.

Traditionally Kirkby's has met their needs, even for cars at one time, and Susan speaks very highly of Mick McElhone. However Yeates supplied them with one of the first 50 Javelins built which came with the added bonus of a box full of spares.

This year, the need for a midi-sized coach has led to the purchase of a Van Hool 10 metre Volvo B9M 38 seater with toilet from Moseley (PCV)

Ikarus with private plates was acquired secondhand in October 1990. It has proved to be a good buy and Susan regrets not buying a sister vehicle which was also available at the time. Both she and John laughed when they recalled their mothers reaction to the size of the coach when it first arrived. However, after a ride around the town, she was soon won over. There are also two Tigers in



Thirlwell's neat premises with the TL11 engined Plaxton bodied Tiger.

of Pontefract. It was specified up for Thirlwell's and its first job was to carry guests at Susan's wedding. The Volvo replaced a 31 seat Bedford YMP which had been new to the Gypsy Queen fleet, but was acquired from Go-Ahead Northern after they had taken the Langley Park operator over. Although since sold to another operator, the little Bedford still lives next door to



The little Volvo B9M at Millers Bridge.

Thirlwell's premises. It was sold privately, but most used Thirlwell stock goes to dealers in part exchange for new coaches. Susan has noted that several have since returned to the area, indicating that their well maintained appearance had been appreciated by others.

The current fleet consists of seven coaches. In addition to the Volvo B9M there are two 53 seat Plaxton Premiere 320 Dennis Javelins, one each bought in April 1996 and 1995. A 1987 Volvo B10M 51 seat

the fleet, one bought new in February 1990, the deal having been completed with Mike McElhone at the coach show the previous October. It has a Cummins 260 bhp engine and a Plaxton Paramount 3200 53 seat body. The other, acquired in March 1987, has the same coachwork, but seating for 57, and is powered by a TL11 engine. Like the Ikarus, the smallest vehicle in the fleet is also secondhand. A Mercedes 0.609 seating 19, it joined the fleet in March

Both Susan and John are very particular about the appearance of their vehicles and staff. The office at Millers Bridge is also nicely laid out reflecting the old established nature of the business with photographs many mementos which have been accumulated over the years. Four full time drivers, Ray Cottrell, Ron Adams, David Spinks and Alan Moorhead are employed, as well as Tony who works with lan ThirIwell and drives part time. Each is very much a personality, something that the company highlights in its publicity. Being able to get on well with the passengers is as important as wearing the staff uniform or driving observed John, who said that the choice of driver is often more of an issue with clients on repeat bookings than the type of coach. Susan added that in one or two instances such has been the driver's rapport, she has had to pretend that its the driver's advice which she is giving rather than her own, if a client is to take the idea on board.

Passengers are picked up from as close to their homes is possible. Thirlwell's offer a 'day before case collection' service in the local area. There are plenty of instances of service beyond the call of duty, whether it be playing football with the children on a school trip, going to the chemists for a prescription needed by an older passenger or taking a cup of tea to an old lady who can't easily get on or off the coach at a comfort stop. Driver Alan joked that he had all the spare parts he needed after he had finished loading up wheelchairs and commodes for one tour.

Looking to the future and the capacity for their core pensioner market to regenerate. John is aware that changes in pension provision could have an influence. Many of Thirlwell's clients company pensions which gives them a higher level of disposable income, but this is going to be less common in the future with the move towards people arranging their own cover. Both Susan and John believe that the close personal attention that they and their staff give to the needs of their clients is as important as the quality and turnout of their vehicles. They are always ready to help.

Dividing the office work depends on who is least busy. John views the operation just as a business and likes to know all the facts before making a decision. However, Susan has a sentimental attachment to each of the coaches and admits that she is more of a risk taker. She used to regularly drive and recalls that a Javelin handles a bit like a car, but with a Volvo you know that you have the power behind you. She also does the company's scheduling and is the one who tends to deal with industry representatives. She and John are a good team recognising and working to each other's strengths. Their business is close-knit, and in making its passengers feel special, is in the best tradition of 80 years service.

By Andy Izatt

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Vehicle Focus

TWM withdraws its last Fleetlines

After 35 years continuous service on the streets of Birmingham, the last Daimler/Leyland Fleetlines were withdrawn by Travel West Midlands on November. Birmingham City Transport, as it then was, evaluated a prototype Fleetline in 1960 and purchased its first batch of the model for delivery early in 1962. The ten vehicles had Gardner 6LX engines and 72 seat bodywork built nearby at Metro Cammell and were some of the very earliest Fleetlines to enter revenue earning service. They were the precursors of over 1800 Fleetlines which were to be bought new by BCT and its successor West Midlands Travel. Numerically the last was number 7000, delivered in 1979 with a 'T' registration and MCW body. Many more came from, or had been ordered by, the Coventry, West Bromwich and Walsall fleets (only Wolverhampton didn't have any) when they were amalgamated in WMT and still more followed when Midland Red's local operations were acquired in 1973, not to mention the 80 secondhand models bought when London Transport decided to sell off its DMS class prematurely.

Birmingham did not only buy the Fleetline for its double deck requirements, in 1965 it



Mac Cooper from the Aston Manor Road Transport Museum receives Travel West Midlands last Fleetline from the company's Chief Executive David Leeder.

took 24 one man operated single deckers with Marshall bodywork, and in more recent times a former double decker was converted to single deck as part of a stillborn project to evaluate whether such vehicles could meet the company's growing need for saloons. There were also a number which became open toppers for use on special occasions.

Bodywork contracts were dominated by Metro Cammell and Park Royal but there were also new examples from Northern Counties and East

Lancs while in 1978 a solitary damaged vehicle had its Metro Cammell body replaced with a new one from the same manufacturer, despite it being already 13 years old. Fleetlines from other WMT constituents added Willowbrook, Neepsend and ECW to the portfolio while Midland Red's examples all carried Alexander bodywork. Though the majority had single doors there were several batches of dual doored vehicles, some of the ex-Walsall examples being unusual in having a reduced length of

27ft 6ins, narrow front doors and sliding centre doors. The prototype Walsall Fleetline was even shorter at 25ft 7ins. Walsall also contributed the unique 36 feet long, Cummins V6-200 powered CRC6-36 with entrances at the front and rear, each with its own staircase, the rearmost having a closed circuit television monitoring system. This wasn't strictly a Fleetline, though the forward section of the chassis was the same, but gets a mention on the basis of rarity value

First shown at the 1960 Commercial Motor Show, the Fleetline was Daimler's alternative to Leyland's Atlantean which had been announced two years earlier. Unlike the first production Atlanteans it had a drop centre rear axle and a concentric drive gearbox. First shown Daimler's own CD6, 8.6 litre engine, the Gardner 6LX producing 150bhp at 1700rpm rapidly became the standard. The wheelbase was 16ft 3ins giving a length of around 30 feet and a maximum capacity of 78 though Birmingham usually specified 72. In 1966 a 33ft version was introduced and from 1971 the 11.1 litre Leyland 680 engine became an option.

West Midlands was not always faithful to the Fleetline for its double deckers taking 11 early Atlanteans including



A Park Royal bodied Fleetline dating from 1964 at work in the early days of the PTE.



Metro-Cammell coachwork was carried by this 1967 Fleetline.

Vehicle Focus



A 1977 Park Royal Leyland Fleetline during its later years of service in West Bromwich.

ex-demonstrator, 53 Alexander Ailsas, 200 Bristol VRs with Fleetline lookalike MCW bodies, a Foden NC, and five Leyland Titans before going wholesale for the MCW Metrobus in both its MK1 and MK2 forms. Prior to the first Optare Spectra bodied DAF DB250 low floor bus which appeared at Coach & Bus '97, the company's only other modern double decker buses are a batch of 40 Alexander bodied Scania N113DRBs delivered in 1990.

In ridding itself of the Fleetline, Travel West Midlands and its parent, the National Express Group, is the first of the large groups to have no first generation double deckers in stock, though it still has a sizeable contingent of MCW Metrobuses, over 400

of which have been extensively rebuilt by Marshalls for an extended stay in the fleet.

Even though the Fleetline has now disappeared from the Travel West Midlands fleet, examples that have passed to subsequent owners continue to earn their keep around the globe. Although long since withdrawn, three of the earliest buses to be operated by Citybus in Hong Kong were former WM dual door buses and others are known to have gone to Spain, Oman and even New Zealand.

To mark the passing of the model from its ranks, TWM operated the final five on a service duplicating the normal 15 minute service on route 27 between Birmingham City Centre and Bromford Bridge Estate. There was also an open day at the Washwood



In service on the last day, The Leyland Fleetline with MCW bodywork rebuilt to single deck.



Carrying Travel West Midlands names, a 1977 Fleetline puts in its final day's service on the 27.

Heath garage with trade stands and a display of old and modern vehicles. When the last one returned to the depot at 4.00pm, it was handed over to Mac Cooper of the Aston Manor Road Transport Museum in the Witton area of Birmingham for preservation, while the others are to be

By Stuart Jones

Bibliography - 'The Best of British Buses, No 11, Post-war Daimlers' by Alan Townsin. Published by The Transport Publishing Company.



Travel West Midlands last Fleetline returns to Washwood Heath garage for the last time.



Numerically Travel West Midlands last Fleetline and the last in service lettered for the occasion.

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Tested Jan '98, taxed till Jan '98, new engine and clutch, reasonable condition, seatbelted, courier seat

£20,500 ono

Tel: 01234 359801 or 0378 427658 (Mobile)

87 D FREIGHT ROVER, 20 seats, D.

....£1,500 + VAT

88 E FREIGHT ROVER, 20 seats, Land Rover Engine, MoT till April 98......£1,750 + VAT

89 F FREIGHT ROVER, 20 seats, Land

PLEASE CONTACT **COLIN ON 01582 722626**

1987 JONCKHEERE B10M

48/51 Vogel recliners + courier with retractable belts, retrimmed 18 months ago, double glazed, full draw curtains, hot & cold servery with fridge rear sunken toilet, bunk carpets, Telma, Webasto, ferry lift, radio/pa, wired for TV/video, new clutch and other Volvo parts, 14 months test, excellent condition, ready for coming season At Winter Price

£46,500 ovno 01786 814319

DAF MB200 JONCKHEERE BERMUDA, choice of 2 from £10,000

260 TIGER GOLDLINER SA 50 seats, toilet£9,000 MAN SR 280, 49, toilet, new

TALBOT EXPRESS, 14 Hi-back seats, 1 owner£2,200

PLAXTON VIEWMASTER, Leopard, 40R, toilet, servery new test£5,000

For sale, due to fleet replacement. All vehicles clean and ready to work

TEL: 0151 944 1334

Ask for Peter BCB/435/873/FC

LEYLAND ATLANTEAN

74 seats, MoT March 1998, single entrance, ready to work, first registered 1980, recent engine rebuild

OFFERS

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Shaftesbury & District have the following for disposal:-

1976 BRISTOL LH "BL", semi automatic ECW, 39 seater, 7ft 6in wide, tested 11.3.98 well above average, reliable, tidy, well main-trined value less to the control of the co

£2,950 or £3,950 including another
BL for spares with good engine, gear box etc Genuinely worth a look and all deserve a good home!

Prices ono and subject to VAT

Ring Roger Brown on Shaftesbury (01747) 854359 or 0831 539758

MINIBUSES



1987 MCW METRORIDER, 23 seats and standees, Cummins engine/power steer-ing / power door, new MoT , .Choice of 2



1986 IVECO 49/10 ROBIN HOOD BODY-WORK, 19 seats + luggage pen, power door, 2.5 diesel with 5 speed manual gear box, supplied with a 12 months MoT......

DOUBLE DECKERS



1981 MCW METROBUS, 73 seats in moquette trim, single entrance, Rolls Royce engine with Volth fully auto gear-box, air suspension, supplied with a full Mod



1977/79 DAIMLER FLEETLINE, MCW bodywork, 78 seats, single entrance, new MoT, ideal for school contractsChoice

SINGLE DECKERS

1977 LEYLAND NATIONAL MK 1, 49 seats.

1964 AEC ROUTEMASTER, Open top/64 seats, good MoT, tidy for year.....

1987 LEYLAND SHERPA, Carlyle bodywork, 16 high back seats, power door, painted in white, supplied with a 12 months MoT



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COMPASS ROYSTON COACHES

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Long MoTs

Any reasonable offer considered

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ORECOURT



1988 F VOLVO B10M **AUTO DUPLE 300**

Service bus, 53 seats and 24 standees, re-panelled, excellent condition, MoT August 1998

Choice of two
£42,000 + VAT each

01698 372132

1989 DAF SB 2300 CAETANO ALGARVE, 53 rec, demount, WC, centre cont door, good test, all in white £42,500

white......£42,500
1987 DAF SB 2300 VAN HOOL
ALIZEE DROP DRIVER, 49 recliners, centre WC, cont. door, double glazed, radio, PA, long test.£43,000
1987 DAF SB 2300 JONCKHEERE
P50, 51 seats, centre WC, cont. door, radio, PA double glazed recent retrim. \$29,000 retrim.....£39,000 1986 MAN 8.136 28STR WHIPPET

MINI COACH, power steering, power door, good test£9,500 TEL RUSSELL

01332 767676 0860 810856

BOOMERANG BUS CO

LEYLAND TIGER 245, 1981 Plaxton Supreme, 50/53 seats (belted), semi auto, air door, Bristol dome, test 04/98.

E10,750 ono
BEDFORD YMPS (SHORT YMT) 1981, BEDFORD YMPS (SHORT YMT) 1981,
Dom IV, tinted d/g windows, 35 seats,
(belted), air door, new test......£5,500 ono
F ROVER (ISUZU 2.8 ENGINE), 1988,
Carlyle II, 20 seat service bus, various
available, with test......£4,000 each ono
RENAULT MASTER T35 1988 VAN
CONVERSION, 15 coach seats, luggage
racks, carpet, TV, Video box, large boot,
test 07/98£3,950 ono

All above vehicles in current daily use, part ex suffered

Tewkesbury 01684 292108

1986 DAF MB230 DUPLE 320, 51 S/R seats, toilet, MoT Sept 1998 .Offers

1988 MCW METRO-RIDER, 25 coach seats, MoT August 1998Offers

All vehicles in good condition and used daily

Would consider part exchange 1976 BEDFORD YMT, good good MoT engine/gearbox/tyres, no .Offers

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95 (M) FORD TRANSIT TURBO DIESEL, 12 SEATS, 23,000 miles only£10,995 94 (L) FORD TRANSIT 15 SEATER DIESEL, mini-condition, vellow, 1 owner £10,995 93 (K) FORD TRANSIT 15 SEATER TURBO DIESEL, white, low miles, 1 owner£10,500 DIESEL, white, low miles, 1 owner.

95 (N) LEYLAND DAF 400 DIESEL HI-TOP, 17 seat bus, full belts, in white, low miles, 1 owner.

£10,995

95 (M) LEYLAND DAF 400 SERIES DIESEL, 17 seater minibus, low roof, only 15,000 miles from new, mint condition £10,995

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BEDFORD DUPLE DOMINANT II T REG, 53 seats, to be sold with 12 onths test £2.500 NO VAT months test.....

01588 680364 (SHROPS)

LEYLAND TIGER 3500 1984, 49 reclining

VOLVO BIOM VAN HOOL ALIZEE 1983, 50

TOYOTA OPTIMO 1 1990, 21 seats + courier and table, full engine rebuild, MoT until Sept 1998, runs OK, but slight misfire, hence price........£15,500 ONO

ALL ABOVE ARE OPEN TO PART EXCHANGE, FINANCE CAN BE ARRANGED SUBJECT TO STATUS. SALE DUE TO RESTRUCTURE

TEL: 0121 360 2862 AND ASK FOR KEVIN, NORTH BIRMINGHAM BCB/435/781/FC

SCANIA K93 PLAXTON 3200 1990 H

Fully fitted with seatbelts, radio/cass, PA, full draw curtains, 53 seats + courier, MoT till May, taxed till July, 1 owner from new, good condition, needs to be seen

£56,500 ONO

QUICK SALE REQUIRED

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1988 SCANIA 112 PLAXTON 3500

49R + C. Sunken centre demountable toilet, double glazed, radio/PA cassette, video, curtains, carpet, hot & cold water, seatbelts, drivers berth, Telma ret, MoT Aug '98

New venture forces quick sale Part X may be considered for older Acron

Offers around £55,000 + VAT

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1982 'X' LEYLAND TIGER PLAXTON VIEWMASTER IV, 50 recliners, Test Sept 98, Fitted New Engine (Warranted), 6 speed ZF Good condition £9,500 + VAT

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1989 'PP' FORD PLAXTON SUPREME IV, 53 seats, Test April 1998, Good condition £2,000 + VAT

> PRESTON (01772) 422669 RCB/435/784/FC

1989 PP DAF SBR 3000 ATI PLAXTON 4000

72 seat executive, fitted with 4 T.V., Video, Fridge, Toilet, Drinks machine, Drivers bunks, 12 Months Test

£59,500 O.N.O + VAT

This vehicle is in excellent condition For further details

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SETRA S215 HD

1983 Recent Recon V8 Engine Recent Clutch, Everything in working condition, Fridge, toilet, Boiler, usual Setra spec. Excellent condition£29,950

Work Available to Purchaser through Dec, Feb and March (Tours £10,000)

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SHERPA 2.5, 16 seater, 1986, P.S.V March 98, Tax April 98 £1,200 + VAT

TEL 01563 534406

KILMARNOCK



1987 PLAXTON 3200 DAF DHTD, 6 speed splitter gearbox, 57 seats, brown moquette, cream/red, exteri-or, radio/PA, seatbelts, excellent mechanical condition, MoT Dec '97 .£38,000 + VAT

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33 seats 1995

Air conditioned, video drinks boiler, toilet etc Immaculate

£85,000 + VAT01761-431936

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seats + driver ..£22,995 + VAT + Road Fund

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21 seater, all in white, MoT May 1998, recon engine, new clutch, coffee machine. must be seen

£13,995 OVNO FOR **QUICK SALE**

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48 seats, toilet, TV, wired for video, hot drinks £18,950 ono+ VAT for quick sale

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1981 BEDFORD PJK, 29 seater, fitted seatbelts, MoT Sept '98, clean coach, ready for work, £3,500. Tel: 01539 442355 (Windermere).

BCB/435/720/BED

BEDFORD 1984 DUPLE YMT LAZER 500 TURBO, 53 seater, MoT April '98, £11,500 + VAT. BEDFORD 1981 YMT DOMINANT III, MoT Sept '98, £3,500 + VAT. Both with 500 Turbo engines, 6 speed ZF gear boxes. 01623 650241 or 743845.

BCB/435/875/BED

1985 YNT PARAMOUNT 3200, 53 seater, taxed, long test, p/door, nice condition throughout, £16,000 ono, p/x older Bedford. Tel: 01594 822110.



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BOVA FOR SALE

49-53 seater, Full exec., V.G.C

£49,000 O.N.O 01482 882211

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LHL RECONDITIONED LEYLAND 401 ENGINE, gearbox and diff units, together with new chassis spares, SENSIBLE OFFERS. 01782 373204.

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88 DAF BERKHOF, lux double deck, 74 R, toilet, tables, bunk, mirrored glass, 11.6 turbo, ZF 6 splitter, £50,000. Part exchange welcome. Blythswood Motors. Tel: 0141 221 3165 or 0141 639 6107 eves.

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1983 DAF MB 2300

PLAXTON 3200

MoT April /98 53 recliners

£23,000 01767 314680

BCB.435/705.D

DENNIS

2 x G REG DENNIS JAVELIN, 12 mtr Duple 320, 57 R, with Telma and seat belts, £46,000 ono + VAT each. Tel: 01745 570309.

NEW AND RECENT DART 9.8M + 10.6M, SLF, available for rental now. Tel: 01625 860888 or 0836 782801.

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1983 39 SEATER DODGE WITH MARSHALL BODY, ex mod, Perkins turbo diesel, 6 speed Dodge gear box, fitted seat belts with certificate, good running order, MoT'd till May '98. Sensible offers to Brian Ford on 01296 23117 (Office Hrs).

BCB/435/888/DO

DOUBLE DECKER

DAF SBR 3000 PLAXTON 4000 1988, 74 seats, video, toilet, coffee machine, brown trim, blue/silver exterior, seatbelts, MoT Sept '98......

.....£62,500 £57,500

NEOPLAN SKYLINER 1986, re-engined with a Volvo, auto, 76 seats, full retrim mauve graffiti, blue/silver exterior, MoT Apr '98 ... £55,500 £48,000

Contact Tony Turner Bristol 0117 9559086

BCB/435/766/DD

FORD

FORD Dom IV, 1982, double glazed, retarder, PA system, MoT Sept '98, seats need re-trim, £2,500 + VAT or exchange for 23/25 seater mini coach, anything considered. Tel: 01772 687243.

FORD TURBO 360 ENGINE, still in vehicle, can be driven, cheap to clear. Ivan Thomas 0181 397 4276 or 0410 157760.

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LEYLAND

1983 LEYLAND CUB for spares or repair, built on Leyland Terrier chassis, £800 + VAT ono. Tel: 01698 792323.

1991 LEYLAND SWIFT on Plaxton Harrier body, 41 seater with 15 standees, low mileage, vgc, POA. Tel: 01974 298 546 (Day) 01974 298 478 (Eves).

1982 LEYLAND TIGER SUPREME VI BODY, 6 months MoT, £12,000 + VAT. Tel: 01252 326366 Surrey (Hants) border. BCB/435/5046/LE

1986 TIGER 260 PARAMOUNT II, 51 seats, full MoT, new engine under warranty, ZF auto, £25,000 + VAT. Tel: Fitzcharles Coaches on: 01324 482093.

LEYLAND 680 LEOPARD ENGINE, still in vehicle, can be driven. Ivan Thomas 0181 397 4276 or 0410 157760.

1982 LEYLAND LEOPARD PLAXTON SUPREME 1V

57 seater full MoT **£7,500**

01827 712287

LEYLAND ROYAL TIGER

Full Executive, 47 seats, Manual Gearbox, T.V, Coffee machine, Webasto Heaters, MoT Aug 98, Telma, Doyen Body, Double Glazed.

£18,000 o.n.o Tel: 01443 431040 or 0831 387868

LEYLAND

1977 LEYLAND LEOPARD VIEW-MASTER, semi auto, 51 seater, Webasto heater fitted two years ago, excellent condition with many extras, long MoT, £6,000 ono + VAT. Tel: 01639 635502 or 01639 644622.

BCB/435/5116/LE

LEYLAND TIGER PLAXTON VIEWMASTER

50 recliners, vgc, tested June '98

£12,500 ono + VAT 01244 531187

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X REG LEYLAND LEOPARD PLAXTON 11m, 53 SEATS

ZF box, April MoT, Aug tax, 2 owners, since new, 8 yr service history, excellent condition, inside & out and mechanically, stainless exhaust, red/grey, chevron pattern, full draw curtain, from a good stable

No more time wasters please £6,500 + VAT

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1978 LEYLAND LEOPARD SEMI-AUTO

57 new seats, new MoT, repanelled + repainted, ready to work

£7,500 + VAT

0141 952 1919

BCB/435/864/LE

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JONCKHEERE FOR SALE

ex. Hallmark, fully exec., V.G.C, must sell

> No Reasonable Offer Refused

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MERCEDES VARIO, luxury coaches, ZF box, coach built, 33, air door, forced air & reading light, stock, £64,000. Part ex welcome. Blythswood Motors Tel: 0141 221 3165 or 0141 639 6107 eves.

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NEW VARIO AND RECENT MERCEDES BUSES, available for rental. Tel: 01625 860888 or 0836 782801. BCB/434/5360/ME

MERCEDES COACH SPEC, 29 seats, 711 Turbo, air door, forced air etc, reg Sept 25th '97, special price or part ex. Also **NEW VARIO**, 23 + Pen and coach seats, air suspen-sion, available now as duel purpose. sion, available now as duel purpose.

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built, air door, 33 coach seats +
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MERCEDES COACHES and service buses, required for cash, valuation by phone. Immediate settlement, distance no problem. Phone now Blythswood Motors 0141 221 3165 or 0141 639 6107 eves.BCB/435/5071/ME

MINIBUS

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BCR/435/5109/ME

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1984, PP, full years test & tax, COIF for 16 + 2 tables or 19 seats, fully belted, well maintained, very clean + tidy

£5,995 or exchange for smaller 16 seater

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49 seat + courier, 2 T.V's, Video Toilet, Water boiler, Retractable lap belts, 3.5 mtr high liner, 1989 G Reg, Full Test, Sold with work if local

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May Part Exchange W.H.Y

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MINIBUS

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IVECO 49/10, Robin Hood, 1987, 21 seater + standees, 5 speed manual, PAS, POD, full service spec, clean, ready for work, new test, a bargain at £3,250 + VAT. Phone 0115 9455746.

BCB/435/848/ME

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7 passenger diesel, elec windows, central locking, velour trim, 33,000, burgundy red

£12,500 +VAT

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01635 580580

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Renault Master Turbo, 14 seats, 3 wheelchairs, underfloor lift (available 2 weeks)

All the above have M2 Fitted Seats

USED

96 P Trafic, 14 seat

96 H Renault Master Turbo, 16 seater u/floor luggage

94 L Renault Master Turbo, 16 seats

94 L Merc 208, 12 seats, 41k miles

90 H LDV 400, H/R, 16 seater

All the above vehicles are fitted with Seat Belts

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ALSO

P REG CONVOY, built to same specification, but with side sliding door.....£16,950 + VAT

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Also "SPECIAL OFFER" **BUILT TO HIGH QUALITY SPEC** ALL BRAND NEW CONVERSIONS

1996 LDV Convoy, high top TURBO DIESEL, factory bus, under 10,000 miles £14,950 + VAT

Junction 10

FINANCE OPTIONS

ALL IN

SHOWROOM

CONDITION

QUALITY



M REG MERCEDES 709D, 26 seat luxury acces sible minicoach, 26 luxury seats, 3 point seatbelts, power door, power steering, Ricon hidden tail-lift, full tracking, 20,000 miles only, superb condition £32.995 + VAT

Finance Package to Suit



H 91 TRANSIT LWB, 14 seat luxury access, minibus, PLS, cassette, lift, coach type interior, moquette seats, seatbelts, wheelchair, tracking, excellent value£6,995 + VAT

Buy/Lease £35 p/w



N 96 LDV **CONVOY TURBO** DIESEL, 16 seat Hi-top, factory spec, choice of 2, under 10,000 miles, factory warranty, mint condition£16,995 + VAT

Buy/Lease from £75 p/w



L-N 96 Reg LDV, 16 seat, hi-back seats, 3 point seat belts, low mileage, PAS, all in mint condition.From £8,995

Choice of 10 Buy/Lease from £42 p/w



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Buy/Lease from £40 p/w



M 95 TRANSIT 190 DIESEL, 14 seat minibus, std factory model, high back seats, COIF, in white, mint, low mileage, choice of 3.....£13,995 + VAT

Buy/Lease from £71 p/w



92 J REG TOYOTA OPTIMO II, 18 seat luxury coach, 90,000 miles only, high ratio diff, mint contion....£27,995 + VAT

Buy/Lease from £116 p/w





J 92 TRANSIT 6 seat auto luxury Minibus, twin side load doors, seat belts, finished in metallic blue, new style front grille, superb condition bus.£7,995 + VAT

Buy/Lease from £39 p/w



K 93 MERCEDES 814 Turbo, 26 seater luxury minicoach, front entry, lower step, COIF, luggage racks, outstanding vehicle...£29,995 + VAT

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M 95 TRANSIT, 8 seat luxury diesel, brand new conversion, 8 high back M2 tested seats, fully soft trimmed, superb vehicle, wheelchair facility...

Buy/Lease from £55 p/w

LOOK!

K REG **MERCEDES 609D LUXURY AX-S** MINIBUSES



PLS cassette chairlift, 12-15 moquette seats on tracking, 3 point seat belts, wheelchair tracking, 4 wheelchairs folding front entry doors, saloon heater, very, very low mileages, built by Mellors, choice of 10 vehicles all with COIF.from £19,995

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N 96 TRANSIT, 12 seat diesel minibuses, high back seats, power steering, 3 point seatbelts, superb low mileage vehicles in showroom condition.CHOICE OF 2 FROM £12,995 + VAT

Buy/Lease from £60 p/w



H REG MIDI, 8 seat diesel, high back seats solir Dseat belts, tested, to clear......£3,995 + VAT

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£13,995 + VAT

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E 88 MERCEDES 507 10 SEAT ACCESS BUS, 10 high back seats, tail-lift, wheelchair tracking, lowered front entry step, very good condition......£10,995 + VAT

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1986 LEYLAND CUB, 20 seat access bus, power door, full wheelchair tracking, powered tail lift, excellent condition, full test

....Good value at only £3,995 + VAT



P 97 LDV CONVOY, 16 seat luxury supercruise, front entry, lowered entry step, 17 high back M2 tested seats, Panoramic tinted windows, luggage racks, PAS, 9,000 miles only, brand new conversion, factory warranty, COIF, Choice of 3£18,995 + VAT

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Lease/Buy from £65 p/w

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MERCEDES 709, 29 seater, service buses, power doors, 'J' to 'L' reg, watch this space for details!



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M-N TRANSIT, 8-11 seat diesel minibuses, SWB, high back luxury seats, 3pt seatbelts, mileages from 7,000-40,000 miles, all in superb condition......from £10,995 + VAT

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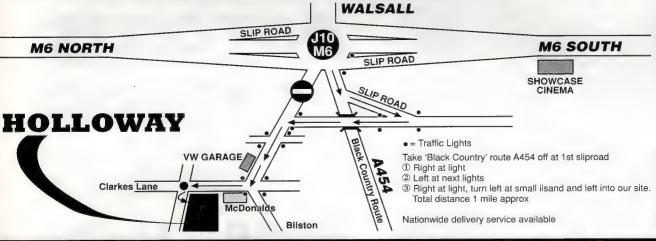
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PART EXCHANGE BARGAINS

E REG FREIGHT ROVER, Carly D Vogel seats with belts, power door, massive boot, tested, go £3,995 + VAT

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COACH - SEATED VEHICLES

1988 F MCW MetroRider, SWB 25-seat coach, disc brakes, Cummins engine, Allison 4-speed automatic gearbox, cruises comfortably at 60 mph, fitted with retrimmed coach seats finished in grey/multicolour Holdsworth Graffiti moquette and including certified seatbelt installation, twin luggage racks, power door, repanelled and finished in your livery, one only for delivery this month, superb dual-purpose vehicle, \$9,995

1989 G Ford Transit Di diesel, 14-seat van conversion, PSV'd by us this year, Richards and Shaw blue/grey moquette coach seats with 3 point belts and matching front seats, radio/cassette, stainless steel wheel trims, resprayed/trimmed interior panels and new door skins this year, immaculate vehicle £5.995

1977 PP Bristol LHS6L Plaxton Supreme, 30-seat coach, Plaxton Supreme IV front, fitted with Plaxton Relaxa reclining seats with armrests, refurbished and retrimmed in brown centre pattern moquette by us in 1996, resprayed cream by us in 1997, absolutely outstanding vehicle for year, £5,995

BUS SEATED VEHICLES FOR EARLY DELIVERY:

1987 E Freight Rover Sherpa, 20 seat bus, Carlyle Mark II bodywork, Ford DI engine and gearbox, and beige/orange interior, power door, price includes full underbody overhaul with new chassis rails and floor crossmembers. One only 54.695

Wide choice of Iveco, Renault, MCW and Mercedes 608 buses with between 19 and 25 seats always available, awaiting your preparation and finishing instructions. Prices from £3,795 plus VAT, delivery between two and four weeks from date of order

and rour weeks from date of order

All the above prices include our full preparation package, comprising a new PCV MoT, full mechanical inspection and report with defects rectified, and all necessary body repairs and repanelling. Trade-ins are welcomed, and we can offer finance for any vehicle in stock, subject to status. Big reductions for vehicles sold prior to preparation!

DUE IN SHORTLY

1988 E Freight Rover Sherpa Carlyle Mark II, 20-seat minibuses, new MoT's 1987 E Optare City Pacers, 21/25 seats, manual gearboxes, two owners only from new, choice of two, long MoT's – THESE VEHICLES ARE AVAILABLE AT EXCELLENT PRICES ON AN "AS-SEEN" BASIS ONLY!!

1987 D Freight Rover Elme 16-seat luxury coach, large luggage boot, one only

1984 A Mercedes 608D, Alexander 21-seat Service Bus, long MoT
1989 G Volkswagen LT55 Optare City Pacer II, 25-seater, dual purpose low-back individual seats, fitted with Mercedes 3.78 litre engine, Mercedes 5-speed gearbox, power steering and high-speed back axle - unique vehicle, one only
1986 C Mercedes 307D Reeve Burgess, 12-seat coach, high roof, MoT 3/98

THIS WEEK'S DRIVE-AWAY BARGAINS

1988 E Renault S56 Mark II Northern Counties, 25 seat bus, coachbuilt front end, Perkins 4 cylinder Phaser/automatic, long MoT, resprayed white, seat belts

1986 D Freight Rover Sherpa, 20 seat bus, Carlyle Mark I bodywork, Ford Di diesel engine and 5-speed Ford MT75 gearbox, orange/white exterior, MoT 3/'98, one only £2,895

1986 C Mercedes 307D Whittaker 12-seat coach, high roof, blue moquette, high back seats with Safetex height-adjustable lap and diagonal belts and fitting certificate, MoT 02/98, nice clean coach for year......£2,995

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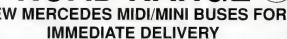
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BCB/435/4165/M

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BCB/435/759/MB



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High spec, luc 16 seater minibus, high roof, dual purpose, wheelchair lift, COIF for 5 wheelchairs - 2 passengers

N REG CONVOY

factory minibuses

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LDV 400 17 seater Diesel, High roof conversion, Front Entry, High back seats with three pointed belts, COIF, new PSV/over head luggage rack, radio cassette, M95 excellent throughout, white

FORD Transit Diesel 8 seater, luxury conversion, PAS, high back seats, blue

LDV 400 17 seater Diesel, factory bus, COIF with new PSV/radio cassette, white

FORD Transit, 15 seater factory bus, COIF, PSV, PAS, white£10.495 VAUXHALL Midi Diesel, 9 seater, with 3 pointed belts, white£6,495

TRANSIT 8 OR 12 SEATER DIESEL, factory bus, COIF & PSV, PAS, radio

LDV 400, 17 seater Diesel, COIF & PSV, green..... VAUXHALL MIDI, 8 or 12 seater factory bus, low miles, white£5,295 COACHES

BEDFORD PLAXTON SUPREME IV, 53 seater, PSV April 98, excellent drive,

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LDV CREW BUS, MoT petrol, red The seating capacity stated includes the driver in all cases.

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16 high back M2 coach seats, covered in moquette, lap and diagonal seat restraints, driver's seat retrimmed to match, 2 luggage racks, moquette centre roof panel, top quality lino floor, interior lights, quadvent, tinted windows, wheel trims, full body skirts, modesty panel, decorative curtains, driver's locker

£29,720

RAC

LDV CONVOY HIGH SPEC

Hi roof diesel turbo, PAS, 16 seater hi-spec to include: hi-back moquette seats, soft carpet trim, moquette centre panel, top quality lino floor, metal framed window with tinted glass, luggage racks, stereo radio cassette and four speakers, quadvent, saloon heater, fluorescent interior lights, wheel trims, COIF£22,950

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All new Crystals, 33 seat Millennia, all seats to be high back covered in moquette, lap and diagonal seatbelts, tip up armrests, power door, tinted direct glazing, luggage racks with 8 speakers, 16 rack reading lights, boot, forced air ventilation, new fibre glass body shell, unique integrated windscreen, extended quarter lights for improved vision

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L Reg Mercedes 410, 16 seats, seatbelts, saloon heaters, off-Diesel LWB hi-roof, PAS, 16 seater, hi spec to include: hi-back side emergency door, white exterior£15,950

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SCANIA

SCANIA K113, Tri-axle May '96, 49 seats, air conditioned with all extras, 67,000 + VAT. Salisbury. Tel: mileage, £167,000 Victory Tour 01725 552247. Tours, BCB/435/749/SC

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VOLVO B10M 1987 PLAXTON 3200, 53 recliners & seat belts, new stretch panels, new clutch, exhaust, compressor, re-sprayed in 2 pack white, 8 months tax, test till Feb '98, will retest if required, must sell this week, BARGAIN at £51,000. 01977 604117. BCB/435/880/VO

1985 VOLVO B10M. Plaxton Paramount 3500, 49/53 recliners, demountable toilet, double glazed, seat belts, radio, pa, cassette, private plate, MoT November '98, good condition, £34,500 ono plus VAT. Collins Coaches, Selby. Tel: 01757



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NEW

711 MERCEDES, 29 seats, coach built, coach seats 814D MERCEDES VARIO PLAXTON, 33 seats, coach built, coach interior,

614 MERCEDES VARIO, 24 seats, power door, coach spec, luxury, 5 weeks 810 MERCEDES PLAXTON BEAVER, 29 seats, service spec, air suspension, Diptac, 6

810 MERCEDES PLAXTON BEAVER, 33 seats, service spec, air sus., Diptac, 6 weeks

USED

1996 (N) PLAXTON BEAVER, 33 seats, coach spec. 1995 (M) FORD TRANSIT, 15 seats plus driver, PSV

1994 (L) FORD TRANSIT, 15 seats + driver 1992 (J) MERCEDES 609, 24 seats, power door, dropwell boot, coach interior, low mileage 1991 (H) MERCEDES 410 D, 15 seats

1987 E MERCEDES 507, 15 seats + courier

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RENAULT MASTER 16 SEATER fitted 3 point belts, underfloor luggage £14,000

N REG

RENAULT MASTER Power door, underfloor le £18,000 16 SEATER

01502 711611

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J REG LEYLAND DAF 400 TURBO.

Crystals conversion, 16 h/b seats, framed windows, luggage racks, front entry, new psv test, taxed, unlettered white, very smart, £6,500 + VAT. 01752 767255. BCB/435/887/MB

FREIGHT ROVER SERVICE BUSES, 1986 Dormobile, 16 seat, £1,750. 1987 CARLYLE I, 18 seat, £2,000. 1989 CARLYLE II, 20 seat, £4,500. All plus VAT. Tel: 01288 352427. BCB/435/5060/MB

TOYOTA

1992 TOYOTA OPTIMO II, seater, one owner, 86,000 miles, MoT May '98, exterior white, interior grey/orange moquette, seat belts fit-ted, £25,000 or reasonable offer. Telephone daytime 01799 508013, Evenings 01799 523608.

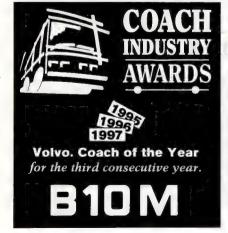
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VOIDAVO

1989 VOLVO B10M GLE **JONCKHEERE** DEAUVILLE

G7 gearbox, 48 vogel recliners, every conceivable extra including air conditioning, exchange gearbox August, tested April,30,000 miles from new & used only on quality work £75,000 + VAT ONO Tel: Roger Mott

01296 613831 (Bucks)

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One previous owner, excellent condition, regularly maintained by Volvo main agent, full service history, currently used on our own tours and excursions. 49 reclining seats, foot and arm rests, courner seat, rear sunken toilet, servery area above with enclosed hot water boiler, servery area above with encosed not water boiler and storage for drinks etc., video machine and monitor, retrimmed around 18 months ago in graffiti design and all seats have linertia lap sealbelts, Telma retarder and Webasto heater. The vehicle will be available from Jan '98 and is to be sold with a new MoT. Finished in base white with some vinyl lettering.

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53 reclining seats + courier seat, Webasto, curtains, re-moquetted November 1994, radio/PA, d/glazed, full MoT, engine rebuild. Immaculate condition

£66,000 each + VAT 2 x 1987 VOLVO B10M (MK1) JONCKHEERE JUBILEE P50

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£66,000 each + VAT 1 x 1988 VOLVO B10M (MKII) VAN HOOL ALIZEE

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> *2 x 1988 VOLVO B10M (MKII) VAN HOOL ALIZEE

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VAN HOOL ALTEE
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All these vehicles have been owned by us from new, except the 2 x air conditioned vehicles (*) which came to us ex-Excelsior, and have been maintained regardless of cost. Sale prices are inclusive of the cost of vehicle respray in white prior to departure from our premises.

Contact: Roy Hall or Malcolm Braid 0181 778 6697

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1982, 50 seats, rear toilet, courier seat, ZF box, re-advertised due to time wasters

£13,000 ono

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1996 N VOLVO R10M MARK IV JONCKHEERE DEAUVILLE, 53/49 seats, with demountable toilet, seat-belts, courier seat, radio, cassette, PA, continental door, finished in white, as new £127,500

1995 M VOLVO B9M MK IV VAN HOOL ALIZEE H, 10m, 38 reclining seats + courier with seat belts, toilet, full servery with fridge, water boiler, sink + cupboard space, radio/PA and cassette, monitor + video, lowas new £122,500 mileage ..

1994 L VOLVO B10M MK IV VAN HOOL ALIZEE H, 53/49 seats with demountable toilet, radio/PA £117.500

1993 K VOLVO B10M MK III VAN HOOL ALIZEE WITH LOW DRI-VER, and continental door, 51 reclin-ing seats + courier with seat belts, toilet, fridge, water boiler, monitor + video.....£110,000

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UNCLASSIFIED

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REG VAN HOOL, MB230 Daf, 48 seater, full exec, £35,000 + VAT. 01132 639491. BCB/435/874/UN

1981 BRISTOL, 35 seats, dateless plate, 12 months test, good condition, £4,000 ono + VAT. 1984 MER-CEDES 608, 21 seats, dateless plate, test Sept '98, good condition, £4,000 ono + VAT. Tel: 01538 308255. BCB/435/5054/UN



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 1989 (G) DENNIS JAYELIN PLANTAL
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 53 recliners. continental door. MoT 10/98
 £52,500

 1989 MERCEDES 609D REEVE BURGESS, 19 coach
 Codes

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 Offers

1988 (F) LEYLAND SWIFT SWB ELME, 29 seater coach

1988 (F) MERCEDES 609D ELME, coach built, 16 seater coach, POD, large boot, MoT 11 '98......£9,250 1988 (E) QUEST JONCKHEERE PICCOLO, 37/32 seats

1985 BEDFORD YNT DUPLE LASER II, 53 seater, POD£13,750 1982 MAN FR 280, auto gearbox, 57 belted seats, MoT 10

1981 (X) FORD R1114 PLAXTON SUPREME, 53 seater

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1175 ARGYLE STREET, GLASGOW All Mercedes 2 years warranty

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NEW MERCEDES VARIO , 33 + standees, 97 Diptac, air suspension, low step + floor, ZF or

NEW MERCEDES VARIO, 25 + standees, air suspension, low foor + step height, semi coach seats. Stock

NEW MERC VARIO, coach built, air door, 33 coach seats + standees, built for dual purpose, coach seats + standees low floor + step. 7 days

NEW MERC VARIA PLAXTON, 29 coach built, NEW MERCEDES VARIO ALEXANDER SERVICE latest body, all Air + Telma. 7 days

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NEW MERCEDES 711 Turbo, coach built, 29 lux, P.door, I. boot, forced air Stock

NEW MERCEDES VARIO 614, luxury 24 large

NEW MERCEDES 611 TURBO, as above. Stock

MERCEDES SPRINTER 412 Lux 16 Turbo, Stock MERCEDES SPRINTER 412 16 wheelchair, Stock

MERCEDES SPRINTER 410 16 Lux. Stock

NEW TRANSIT 16, hi top, LWB Stock NEW TRANSIT 16 face forward luxury semi Hi-roo

NEW TRANSIT to take to the control of the control o

WHEELCHAIR PSV IN STOCK

NEW TRANSIT, 16 or 5 w/chairs,Tailift NEW TRANSIT TAXI BUS, 1 w/chair, 9 seats NEW MERC 412 Sprinter, 16/5 w/chairs, Tailift. Stock NEW MERC VARIO, 24 coach seat, Mobinty or 6 chairs

taillift 2 weeks NEW LEY DAF CONVOY, 16/5, w/chairs, trift. Stock NEW VW DIESEL, 9/1 wheelchair

ALL OPEN TO REASONABLE OFFERS

B7 MAY MERC 611 Turbo, 24 coach seats p/door, only 10k

96 SPRINTER 412, 16 luxury 96 MERC SPRINTER, 16/5 wheelchair

94 LEYLAND DAF, 20 seat service/coach, P. door

94 TRANSIT 16, High Roof, Luxury Spec

94 B10 PREMIER EXECUTIVE, 49 d/g, fridge, coffee

93 TALBOT TRI-AXLE, 22 + Standees 91 TALBOT TRI-AXLE, 22 + Standees

90 MERC 709, 25 coach, p/door, boot 90 TRANSIT LWB, Petrol, 12 seats. 90 VAN HOOL LB10, 49, belts, fridge, to let

90 TRANSIT, LWB 12 meat diesel PSV

89 DAF, Algarve exec 11.6, toilet, TV, D.mount

89 B10 VAN HOOL ALIZEE Super High, 49, toilet, TV, Fridge, coffee machine

89 DUPLE 425 DAF, ZF, 7 sp, exec, 55 recl

89 SANOS EXECUTIVE, 49 + toilet + TV 89 TRANSIT 14 DIESEL PSV

88 DAF BERKHOF SBR 3000, 75 seat exec, d/deck, toilet, monitors, tested

88 B10 PLAXTON 3500, 49/toilet

88 MERCEDES 814, 29 seat coach spec 88 FREIGHT ROVER, 20 seat Carlyle service bus 88 FREIGHT ROVER, 16 diesel, PSV coach 87 MCW METRORIDER, Perkins, 23 + 6 87 MERCEDES 814, 29 seats, P.door 87 RENAULT DODGE, S/Bus, 29 + standees

87 MERC 19 coach seats

86 VOLVO ALGARVE, retrimmed, 51+ toilet

86 MERC 608, 20 + standees 86 VOLVO B9, 33 Coach/service 86 RENAULT DODGE 25, 5 spd manual. p/door 86 RENAULT DODGE, 20 service, auto 85 DODGE PERKINS, 38 seat manua, p/door 85 SETRA, exec, 49, toilet, TV

84 DAF JONCKHEERE, 49 + toilet

84 VOLVO B10 BERKHOF, executive, 53 rec.

83 B10 BERKHOF, 49 + to et

83 DODGE R BURGESS, diesel, auto, 17 F 82 BEDFORD 35 Plaxton, 8 5 mtr 82 DENNIS, V8 auto Alexander Service Bus.

82 LEYLAND, double deck, 75 seats, East Lancs semi auto with test + tyres

81 BRISTOL VR Gardner d/deck, 75 seats 79 VOLVO 858 ZF IRIZA EXECUTIVE 79 LEYLAND ALEXANDER, Training Bus 77 FORD 53 PLAXTON, £750, tested

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VANTOOL

1994 BOVA FUTURA FHD, 51-55 reclining seats, centre sunken demountable toilet, continental door, driver's bunk. Interior – grey; Exterior - white/green/blue. MoT January 1998.

1992 VOLVO B10M VAN HOOL ALIZEE DH, 48 reclining seats, rear floor mounted toilet, servery with fridge and water boiler. Interior — blue/grey. Exterior — white/blue/yellow. MoT December 1997.

1992 BOVA FUTURA FHD, 53/57 reclining seats, centre sunken demountable toilet, continental door, wired for video/monitor, driver's bunk. Interior – autumn tint. Exterior – white. MoT December 1997.

1990 VOLVO B10M PLAXTON 3500, 49 reclining seats, centre sunken toilet, continental door, aircraft type lockers. Interior – brown. Exterior – white. MoT May 1998.

1989 VOLVO B10M VAN HOOL ALIZEE, 49-53 reclining seats, centre sunken demountable toilet, continental door, water boiler. Interior - autumn tint, Exterior - white. MoT November 1998.

BOVA

1988 VOLVO B10M PLAXTON 4000, 65 reclining seats, toilet, water boiler, wired for video/monitor, TELMA retarder. Interior — autumn tint. Exterior — white. MoT March 1998.

1988 LEYLAND SWIFT WADHAM STRINGER (CUMMINS ENGINE), 38 seat service saloon. Interior - grey/red. Exterior - cream/orange. MoT.

1987 VOLVO B10M PLAXTON 3200, 49 reclining seats, rear floor level toilet. Interior – autumn tint. Exterior – white. MoT March 1998.

1986 BOVA FUTURA FHD, 49 reclining seats, centre sunken toilet, continental door, water boiler, wired for video/monitor. Interior – brown. Exterior – white. MoT May 1998.

1986 NEOPLAN SKYLINER (Gardner Engine, Auto Transmission), 77 reclining seats, toilet, servery with fridge and water boiler. Interior — red. Exterior — white. MoT October 1998.

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1986 DAF SB2300 DUPLE 340, 53 reclining seats, centre sunken toilet, continental door. Interior - autumn tint; Exterior - white / orange / yellow. MoT March 1998.

1985 FORD TRANSIT 190 (Diesel), 16 seats, power operated door. Interior – brown. Exterior – white. MoT March 1998.

1984 DAF DKFL CAETANO ALGARVE, 50 reclining seats, rear floor level toilet, continental door. Interior – autumn tint. Exterior – white. MoT July 1998.

1984 BOVA EUROPA III, 49 reclining seats, courier seat, centre sunken toilet. Interior - fawn/orange. Exterior - blue. MoT March 1998.

1983 VOLVO B10M JONCKHEERE P90, 58 reclining seats, toilet, water boiler. Interior – brown. Exterior – white. MoT July 1998.

1983 DAF DKFL PLAXTON PARA-MOUNT 3200, 51 reclining seats, power operated entrance door, TELMA retarder. Interior – autumn tint. Exterior – white.

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Fleet Additions



Delaine's fourth E-type

Delaine of Bourne has added a new long wheelbase East Lancs E-type bodied Volvo Olympian to its fleet. The 86 seater is the fourth new East Lancs Volvo Olympian double decker to join the fleet in recent years and shares the same body styling. It will be used on the company's main Bourne-The Deepings-Peterborough service.



Transliner for Pearces

Pearces Private Hire, Oxford has taken delivery of a Dennis Javelin based Cummins powered Neoplan Transliner from SJ Carlton. Father and son team Clive and Martin Pearce always buy new and they are very pleased with their 53 seater which arrived in September. Martin Pearce (right) is seen taking delivery of the coach from SJ Carlton's Graham Tkaczyk.



Smiths' Excellence

Smiths of Ledbury has taken its second Dennis Javelin Berkhof Excellence 1000L delivery from AVE Berkhof. The coach, which is fitted with 53 reclining seats, has a crew seat, curtains, double glazing and a radio/tape/pa included in its specification.



Fourth DAF Ikarus for Fourway

Leeds based Fourway Coaches has taken delivery of its fourth Ikarus bodied DAF SB3000WS with eight speed gearbox from Hughes DAF of Cleckheaton. The coach has seating for 53.



PMT Beaver 2s

Staffordshire based PMT, part of the FirstBus Group, has added 27 Plaxton Beaver 2 bodied Mercedes O.814 Varios to its fleet. The 7.8metre long 23 seaters have the group's new colour coordinated interior, automatic transmissions, and Bright Tech motorised destination displays.

PMT runs 525 vehicles, of which just over 200 are small buses. The new arrivals are replacing older generation minibuses on routes in and around Newcastle-under-Lyme and Stoke-on-Trent. They follow 25 Beavers which were delivered last year.

Products & Services

Barrons Advice

Accountancy practice Barrons offers a range of specialist advice and services for bus and coach industry clients.

Included are statutory audits and financial and management accounts including a computer bureau service which gives a monthly profit and loss account and balance sheet, together with automatic VAT analysis and all the ancillary information needed to monitor the performance of a business. A tax planning department has experience in corporate tax, income tax for both sole traders and partnerships, capital gains and inheritance tax. If financial information is required by the Traffic Commissioners Barrons can help.

The practice is conversant with the costing systems suited to the industry and tendering process used by County Councils and Metropolitan Authorities so can advise on the construction of tenders. Differences in concessionary fares schemes between areas and the reimbursement rate offered can be explained as can the auditing process for fuel duty rebate as well as highlighting rebate opportunities.

A wide variety of products are available for financing fleet acquisition and the practise is able to offer advise on the benefits and disadvantages of leasing, lease purchase, hire purchase, contract hire and bank finance. Barrons has contacts with the main clearing banks, venture capitalists and factoring companies as well as holding details of products which can cushion businesses against fluctuating interest rates. The practise is also authorised by the Institute of Chartered Accountants in England and Wales to provide advice on investment business.

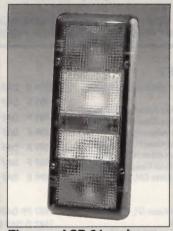
Partner Lyn Watson has operational knowledge of the bus and coach business and as well as holding an all types PCV licence, has a certificate of professional competence in road passenger transport operation. Mr Watson can be contacted at Barrons Accountants, Chartered Royal Terrace, Southend-on-Sea, Essex, SS1 1EB. Tel: 01702 434344, Fax: 01702 434345.

Britax additions

New additions to the range of equipment supplied by Britax PMG include rear combination lamps and mirrors.

The LCR 01 series rear combination lamp meets ECE regulations for mounting vertically or horizontally and is a direct replacement for the existing Britax 9200. The unit consists of a one-piece polycarbonate lens with all bulb holders, contacts and fixing screws in stainless steel. It is suitable for 12 or 24v operation.

Also new is the 7107 series mirror head, supplied with a clamp approved to 'E' and 'e' requirements for 16-25mm arms. The unit has a smooth profile head and can be specified with 1200R or 1800R glass. A heated version will be available in 1998. To compliment the unit and for retrofit on other vehicles is the new Midi-Brac mirror arm. This features a spring assembly which has been designed to reduce 'spring-back' and



The new LCR 01 series rear combination lamp from Britax PMG.

offers greater protection for the mirror head, especially in bus washes. It can be used with Britax 7107, 7120 and 7180 mirror heads.

All the new products are available through the network of Britax distributors. Additional information can be obtained by telephoning 01262 670161.



The 7107 series mirro head.



Midi-Brac mirror arms feature a special spring device to prevent damage, particularly in bus washes.

Power Box

Power Electronics is offering a range of inverters under the Power Box name. Established in the marine industry, the company say that Power Box can be fitted into a coach to run applications such as vacuum cleaners, drinks machines, power tools and even microwave ovens. Connected to the battery, the largest Power Box is 29cm by 35cm by 11.5cm and only draws current when an application is used and so can always remain connected. An automatic cut-out is activated if an excessive load is drawn. The unit re-sets itself once this load is removed. Equally the Power Box will cut-out when battery voltage falls below a pre-set point.

Supplied with a one year return to base warranty, Power Box prices start at around £156.00 (inc. VAT and carriage), with delivery within 7-10 days. Further details are available from Paul Zawadzki, Power Electronics Ltd, Unit 2, Rectory Farm Business park, Meppershall Road, Upper Stondon, Bedfordshire, SG16 6LJ. Tel; 01462 851454, Fax: 01462 851455.

Scania on the internet

Scania GB has now joined the internet with its own web site detailing its operations in the UK. It can be accessed on http://www.scania.co.uk and the information available includes: Scania in the UK giving details of Scania GB, Scania Vehicle management, Scania Finance GB, Scania Bus & Coach UK and Scania Market Systems; The UK Distributor Network - containing a full dealer list, key contacts, opening hours and contact numbers: Product Information - a synopsis of the 4-Series range; and Press Releases - a compendium of the latest releases issued by Scania GB.

The web site also has links through to Scania's corporate financial reports which are located on Scania Sweden's web site (located at http://www.scania.se).

New forged aluminium wheel factory

Alcoa has opened its new forged aluminium wheel factory close to Budapest in Hungary. The new facility represents an investment of 40 million US Dollars and embodies the latest techniques in production and finishing. Its location means that production is now more closely centred for European markets and delivery times, along with freight charges and import duties, have been cut.

Distribution throughout Europe will be handled through Alcoa's logistics centre in Belgium and it is expected deliveries will be no more than two days - one day in some cases - thanks to the flexibility of the new production line. New finishing processes mean the Diamond Bright surface is superior to the old Satin Finish and the Mirror Polish finish has more intensity than previous polished finishes.

Alcoa's forged wheels offer not only a weight saving, they are extremely durable and are machined to fine tolerances to ensure true running and longer tyre life than can be achieved with steel items. This has advantages in additional payload and also fuel economy.



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1994 L DAF SB3000WS, Van Hool Alizee DH, 51R, toilet

DAF MB230LB, Van Hool Alizee H, 51R, toilet

DAF SB3000, Auto Van Hool Alizee H, 51R, toilet

1994 L DAF SB3000WS, Van Hool Alizee H. 51R, toilet

1994 L DAF MB230LT, Van Hool Alizee H, 51R, toilet

1992 J DAF SB3000, Van Hool Alizee DH, 51R, toilet

1989 G SCANIA K113, Van Hool Alizee SH, 49R, toilet

1994 L EOS 90, 49R, toilet, air conditioning

1994 L EOS 90, 49R, toilet

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1996 N DAF SB3000WS, Plaxton 350, 53R

1996 N DAF SB3000WS, Van Hool Alizee H, 51R, toilet

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1996 N EOS 90, 49R, toilet, air conditioning

1995 M DAF SB3000WS, Van Hool Alizee DH, 51R, toilet

1995 M EOS 90, 49R, toilet, air conditioning

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1993 KMAN Jonckheere Deauville 51R, toilet 1993 K SETRA S215HD, 49R, toilet, air conditioning 1993 K DENNIS, Berkhof Excellence, 51R, toilet 1993 K VOLVO BIOM, Jonckheere Deauville, 53R 1992 K VOLVO BIOM, Jonckheere Deauville, 53R 1992 J DAF SB2305, Plaxton 3200 DH, 53R 1992 J DAF SB2305, Van Hool Alizee DH, 51R, toilet 1992 J DAF SB2305 DHTD Duple 320SL, 57R 1990 G DAF MB230 LT, Plaxton 3500, 49R, toilet 1990 G DAF SB3000, Van Hoof Alizee SH, 49R, toilet 1990 G VOLVO B10M, Plaxton 3500, 51R, toilet 1990 G VOLVO B10M, Plaxton 3500, 49R, toilet 1990 G DAF SB3000, Plaxton 3500, 51R, toilet

1989 G BOVA Futura, 51R, toilet

1989 PP BOVA Futura, 49R/, toilet 1989 F DAF \$B2300 Van Hool Alizee DH, 51R, toilet 1989 F VOLVO BIOM, Plaxton 3500, 53R 1989 F DAF SB3000, Van Hool Alizee, 49R, toilet 1989 FVOLVO BIOM, Van Hool Alizee H, 53R 1989 F DAF SB3000, Plaxton 3500, 51R, toilet 1988 F DAF SB3000, Van Hool Alizee SH, 49R, toilet 1988 E VOLVO B10M, Plaxton 3500, 49R, toilet 1988 PP LAG, Panoramic, 49R, toilet 1988 PP BOVA Futura, 49R/, toilet 1988 PP DAF SB3000, Van Hool Alizee DH, 51R, toilet 1988 E VOLVO B10M Van Hool Alizee H, 53R

1988 E VOLVO BIOM Van Hool Alizee H 49R, toilet

1989 F DAF MB230LT, Plaxton 3500, 51R, toilet 1989 F DAF MB230LB, Plaxton 3500, 51R, toilet 1988 E DAF MB230LT, Plaxton 3500, 53R, toilet

1990 G DAF SB2300 DHS, Van Hool Alizee DH, 5 IR, toilet

1989 F DAF SB3000, Van Hool Alizee SH, 53R

1989 F DAF SB2300, Van Hool Alizee DH, 53R

1989 F DAF SB2300 Van Hool Alizee SH, 49R, toilet

1987 PP DAF SB2300, Plaxton 3500, 53R, air conditioning 1987 D DAF SB2300, Van Hool Alizee H. 49R, toilet 1987 D DAF SB2300, Plaxton 3500, 49R, toilet 1986 PP LAG Panoramic 49R toilet 1985 B DAF 2300 Plaxton 3200, 53E

1997 P DENNIS DART, 10m Wrights Crusader, 39 Str. wheelchair and buggy

1995 N/M DAF SB220, Northern Counties Paladin, 49 Str

1995 M DAF SB220, Ikarus Citibus, 49 Str 1992 K DAF SB220, Ikarus Citibus, 49 Str

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